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ALONG THE SCENIC HIGHWAY

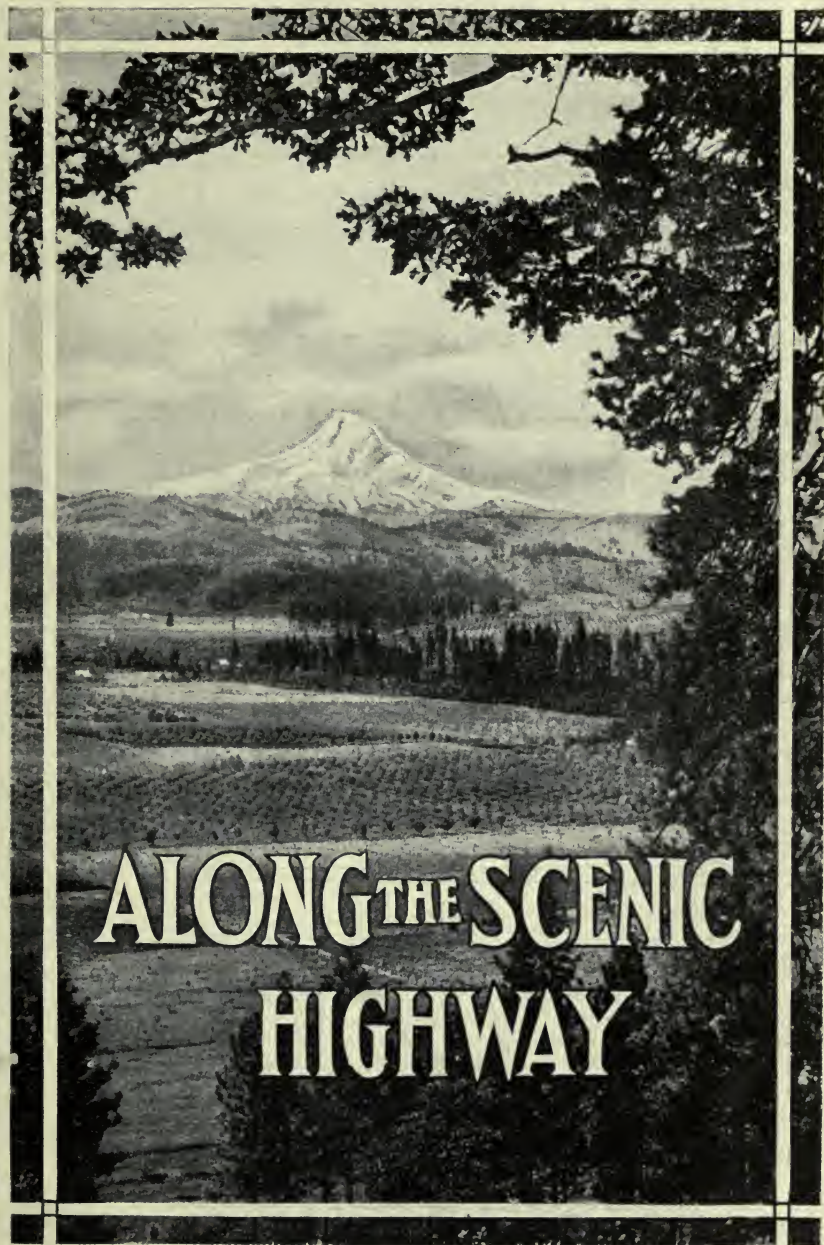


THROUGH THE LAND OF FORTUNE



Northern Pacific Railway Company
10450

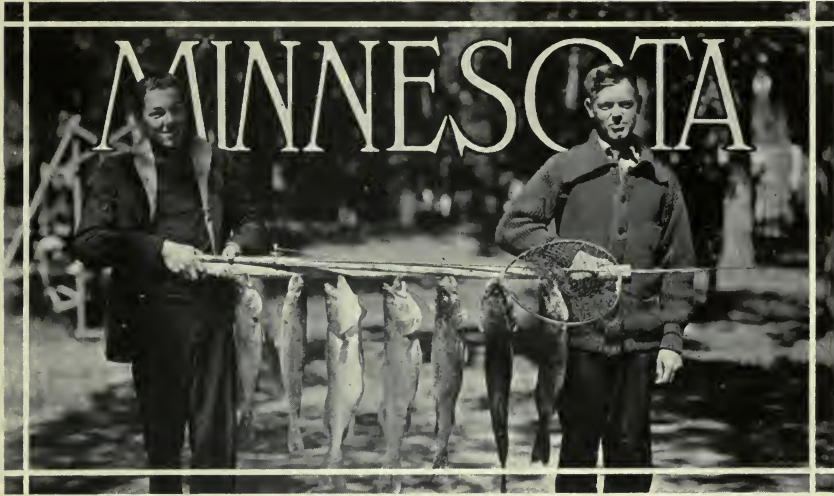
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Prefatory

This publication is intended to cover only the historical, scenic, physical and railway features of a tourist trip over the Northern Pacific Railway to the North Pacific Coast. What may be termed the commercial and industrial features are covered in other publications issued by the Company. The populations shown herein are according to government census of 1920.

Along the Scenic Highway



SAINT PAUL—MINNEAPOLIS

Saint Paul—Population: 234,698—Altitude: 732 Feet

Minneapolis—Population: 380,582—Altitude: 854 Feet

St. Paul, the capital of Minnesota, and its sister city, Minneapolis, are situated at the head of navigation on the Mississippi River. Originally a few miles apart, they have grown together, and are now aptly designated the Twin Cities. St. Paul takes its name from the log chapel St. Paul's, constructed on the river bank by Father Gaultier in 1841, and named after the apostle St. Paul. St. Anthony Falls, at Minneapolis, were discovered by Father Hennepin in 1680, while descending the Mississippi River, a captive of the Sioux Indians. The State Capitol, at St. Paul, is generally admitted to be one of the finest structures of its kind in the United States. The great marble pile, costing five million dollars, with its massive dome, is seen from every direction and should be visited by outsiders. Its beautiful interior, the splendor of its mural decorations, and the exquisite beauty of its colonnades and corridors have given it a fine distinction among our nation's public buildings. The large paintings and other art subjects which adorn it perpetuate important historical events of the Northwest, and are the work of such artists as Cox, Millet, Blashfield, Volk, French, La Farge, Simmons, Zogbaum, Pyle, Potter and Walker.

Flanking the Capitol is the Historical Library, erected by the State at a cost of a half million dollars, and a worthy companion to the Capitol. The huge Auditorium, in the center of the business district, with its magnificent \$60,000 organ, is well worth a visit by strangers passing through the city.

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A Birdseye View of the Minnesota State Capitol and the State Historical Society Building, St. Paul, From an Aeroplane.

The State University is located on the banks of the Mississippi, in the eastern part of Minneapolis; it is being expanded rapidly to meet the educational demands of the State, and now has an attendance of nearly 7,500. It is most liberally supported by the State, which has a laudible ambition to make it a center of education and learning worthy of a great commonwealth.

Fort Snelling, now one of the largest military posts (about 2,400 acres) in the Northwest, was established by Colonels Leavenworth and Snelling in 1819 and 1820. The fort occupies a beautiful and commanding site at the junction of the Minnesota and Mississippi rivers; is reached by a thirty minutes' ride on an electric street car line from either city, and is well worth a visit. The site of the fort was procured from the Sioux Indians under a treaty made in 1805 by Lieut. Zebulon M. Pike. It was part of 100,000 acres worth \$200,000 for which we gave \$2,000.

The Twin Cities are important railroad centers, being served by ten large railroad systems, besides electric interurban lines to neighboring cities and towns. They have an extensive jobbing business extending over the entire Northwest, also large and rapidly growing manufacturing interests. The water power of St. Anthony Falls has been developed, producing 45,000 horse power, the greater part of which is used by the numerous—22—flour mills which line the banks of the river in the vicinity of the Falls and have a capacity of 84,000 barrels of flour a day, making Minneapolis the largest flour milling point in the United States, and one of the largest in the world.

Several days can be profitably and enjoyably spent in viewing the Twin Cities and the surrounding country, but for the traveler who has

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A Bit of Summit Avenue, the Noted Boulevard of St. Paul.

only a few hours to spare a most enjoyable trip may be made by street cars, the lines of the one company which operates in both cities forming a network reaching all the points of interest. An automobile trip frequently taken by travelers who have only a few hours to spare, and one keenly enjoyed, is as follows: Starting at St. Paul, and out Summit Avenue, the principal residence street, to the Mississippi River, then following the boulevard on the east bank of the river to and crossing the bridge at Fort Snelling, through the fort and entering Minneapolis, then to Minnehaha Falls, immortalized by Longfellow, through the grounds of the Soldiers' Home, then by Minnehaha Boulevard to and around lakes Harriet, Nokomis, Calhoun and the Lake of the Isles, then through the residential and business districts of Minneapolis across the Mississippi River, through the State University grounds, thence, leaving Minneapolis and again entering St. Paul, to Como Park and Lake Como, returning via Lexington and University Avenues, past the State Capitol and through the business district of St. Paul, to the starting point. This trip is made in four hours, over first class roads, and gives the traveler an opportunity to see the business and residential districts of both cities, their beautiful park systems, and numerous other points of interest.

The Northern Pacific is about completing another—a fifth—large sanatorium and hospital of the Northern Pacific Beneficial Association at St. Paul.

Along the Scenic Highway



A Skyline View of the Business Section of Minneapolis.

ANOKA

Population: 4, 287—Altitude: 904 Feet

Almost before the train passes beyond the city limits of Minneapolis the traveler enters an excellent farming district, which extends westward across the boundary of Minnesota and into the "Granary of the World"—the great wheat plains of the Northwest. Anoka, a thriving city, lies on the banks of Rum River, its residential district extending south to the banks of the Mississippi River. The tributary farming country, rich in agricultural wealth—potatoes particularly—affords it a considerable mercantile business in addition to which various manufacturing lines have been established with success. Anoka was visited by Father Hennepin near the close of the 17th century. Just after passing Anoka the new buildings of the Anoka State Asylum for the Insane can be seen to the eastward.

From St. Paul to Gregory the Northern Pacific is double tracked. There are, also, other large sections of the road double tracked, particularly among the mountains and on the Pacific Coast. A large part of the road is also protected by electric safety automatic block signals. Of the total Northern Pacific main line mileage, St. Paul to Portland, about 82 per cent is thus protected by automatic block signals and 30 per cent is double tracked. These improvements are, naturally, found where the density of traffic is greatest and are being added to yearly.

The Northern Pacific main line follows the eastern bank of the Mississippi River to Little Falls before it takes the more westerly direction towards the Pacific Coast.

ST. CLOUD

Population: 15,873—Altitude: 1,049 Feet

St. Cloud is located in the center of a district noted for its quarries of fine granite. From these quarries, shipments of cut stone are made to all parts of the United States. St. Cloud granite entered largely into the construction of Minnesota's state capitol. The industry employs many men and is capable of great development.

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Situated on the banks of the Mississippi River, St. Cloud has an electric power plant costing \$4,000,000 and supplying power and light to 51 towns in central Minnesota. It is the location of one of several State Normal schools for the training of school teachers, and of the State Reformatory, the extensive buildings of which are seen on the left of the Northern Pacific just before entering the city. The city has a new hotel costing \$600,000.

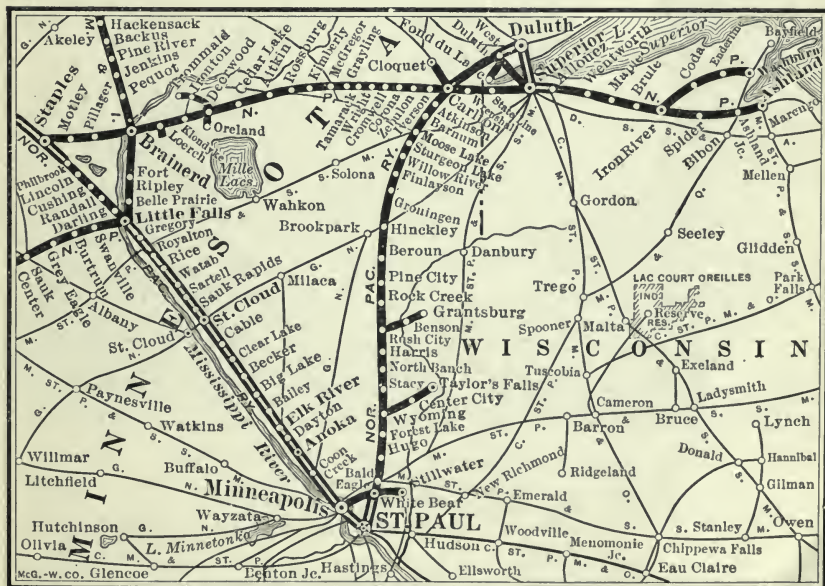
LITTLE FALLS

Population: 5,500—Altitude: 1,134 Feet

Before reaching Little Falls the train passes a large and very complete paper and pulp mill at Sartell.

Little Falls is a spot of wide repute and interest to archaeologists on account of its being the probable home of "the most primitive man known in the anthropologic history of the Upper Mississippi." Ancient quartz implements found here are held to establish this fact.

Enjoying the same advantageous situation on the banks of the Mississippi River as does St. Cloud, Little Falls has also made extensive use of its immense water power, and a large dam across the Mississippi and canals furnish over 10,000 horse power for flour, pulp, paper and sulphite mills, as well as for its electric light plant and numerous other industries. Its flour mills have a daily output of 1,500 barrels; it manufactures a superior quality of brick, and a large paper products company is turning



Along the Scenic Highway

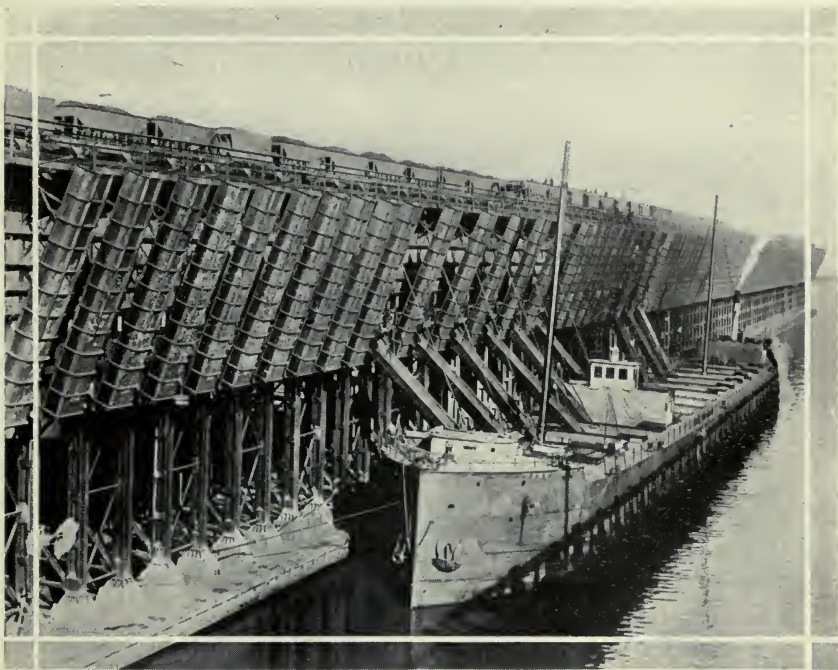


In the Minneapolis Wholesale District.

out all kinds of paper boxes, egg cases, cuspidors, etc. Its business houses handle a large trade with the rich agricultural districts tributary to the city.

Morrison County, of which Little Falls is the county seat, is rapidly

Along the Scenic Highway



A Mammoth Lake Freighter Loading Minnesota Iron Ore at Duluth.

coming to the front in dairying, and has properly been designated as the "Bread and Butter County," having taken first prize at the Minnesota State Fair. It has many large creameries which produce an excellent quality of butter, also ice cream and candy factories, and a large condensed milk plant. A black granite, inferior to none in the country, is a predominant asset and the demand at present is much larger than the local plants can supply.

This section of Minnesota raises large quantities of fine potatoes.

Little Falls is the junction of two Northern Pacific branch lines; one extends north to Brainerd, Minnesota, where connections are made for Duluth, Superior and Ashland, and with points on the Minnesota & International and Big Fork & International Falls railways extending northward through Walker, Bemidji, Black Duck and Big Falls to the Canadian boundary and Rainy Lake country at International Falls and Fort Frances; the other runs west to Sauk Center, Glenwood and Morris, Minnesota, in the center of the wheat raising country.

DULUTH

Population: 98,917—Altitude: 626 Feet

Duluth is situated at the western extremity of Lake Superior. It is

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Superior, Wisconsin, an Important Lake Superior Port.

named for Daniel Greysolon Du Luth, one of the most hardy and interesting explorers and adventurers of the seventeenth century. This city, with Superior, is destined to become one of the great cities of the Northwest. Together, they form the third largest port in the world, and the Duluth-Superior harbor, with its forty-nine miles of waterfront, is one of the best natural harbors in the world.

Skirting this large harbor are immense grain elevators with a storage capacity of 36,325,000 bushels; coal docks capable of storing 10,000,000 tons of coal; iron ore docks from which are shipped annually 30,000,000 tons of ore, together with flour mills and lumber and merchandise docks of great magnitude.

The growth of the lake commerce at Duluth-Superior is shown by the increase from 1,000,000 tons in 1880 to from 40,000,000 to 50,000,000 tons annually.

The Minnesota Steel Company's plant is located in Duluth. A prospective addition to the \$26,000,000 plant includes four new mills—a wire, nail, tinplate and sheet mill.

There are found here large manufacturing and merchandise plants, forty school buildings, one of the two or three finest high school buildings in the country, a Normal school, a Y. M. C. A. building, a Y. W. C. A. building and eighty-two churches.

Building permits in 1919 amounted to \$5,453,463.

The annual grain shipments from Duluth range from 50,000,000 to

Along the Scenic Highway

90,000,000 bushels, and from 8,000,000 to 11,000,000 tons of coal are received on the immense coal docks.

The city owns and operates its own gas and water plants and gas is supplied to the consumer at seventy-five cents a thousand cubic feet.

An aerial elevator tramway across the Duluth harbor entrance is one of the interesting sights of the city.

Isle Royale, well over toward the north shore of Lake Superior, a very attractive spot where hay fever is said to be unknown, is reached by large, modern steamers which ply between Duluth and Port Arthur, Canada, and Isle Royale.

SUPERIOR, WIS.

Population: 39,671—Altitude: 648 Feet

Superior lies on the Wisconsin side of St. Louis Bay and River, and also borders on Superior and Allouez Bays. The Northern Pacific connects Superior and Duluth by means of two bridges and there is also an interstate railway, wagon and trolley car bridge. The city is built on level ground and boasts enormous elevators and flour mills. Coal, ore and merchandise docks line the long water front, which represents one of the finest examples of concentrated industry in the country. The city is well supplied with water, electric and gas light systems, street railways, schools, churches, opera houses, theaters, banks, hospitals, etc. It has a \$50,000 Carnegie library, a \$500,000 State Normal School, a new



One of the Noted Pot Holes on the Banks of the St. Croix River at Taylor's Falls, Minnesota.

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\$300,000 high school building, and coal docks costing a million dollars each, the capacity of the largest being 2,000,000 tons. Also new government piers and breakwater.

Owing to the fact that at Superior-Duluth the important railway systems of the Northwest connect with the water transportation lines of the Great Lakes these two cities are commercial and industrial strategic centers of great importance. This fact has been recognized by the U. S. Steel Corporation, which has invested \$26,000,000 in a steel plant on the St. Louis River near its mouth where the fine water power of the stream is easily available.

The iron ores of Minnesota and Wisconsin are shipped from Duluth-Superior down the lakes and the eastern coal used in the Northwest is largely shipped to, and distributed from these points.

Large shipbuilding plants are found, and in these many of the monster lake ore and coal carriers are constructed.

The country tributary to these cities is particularly adapted to dairy and truck farming and the prices of land are as yet extremely reasonable.

As a summer health and recreation resort the lake region, including Ashland, Washburn and Isle Royale in Lake Superior, cannot be surpassed, and hay fever patients are entirely relieved or greatly benefited here.

The popular Wisconsin trout streams on the Northern Pacific between Superior and Ashland are frequented by anglers from various parts of the country.

Westbound passengers on the Northern Pacific leaving Duluth-Superior pass through Carlton—where the more direct “Duluth-Superior Short Line” of the Northern Pacific for St. Paul and Minneapolis is crossed—Aitkin, on the Mississippi River, and Deerwood, a popular and beautiful summer lake outing spot.

BRainerd

Population: 9,591—Altitude: 1,231 Feet

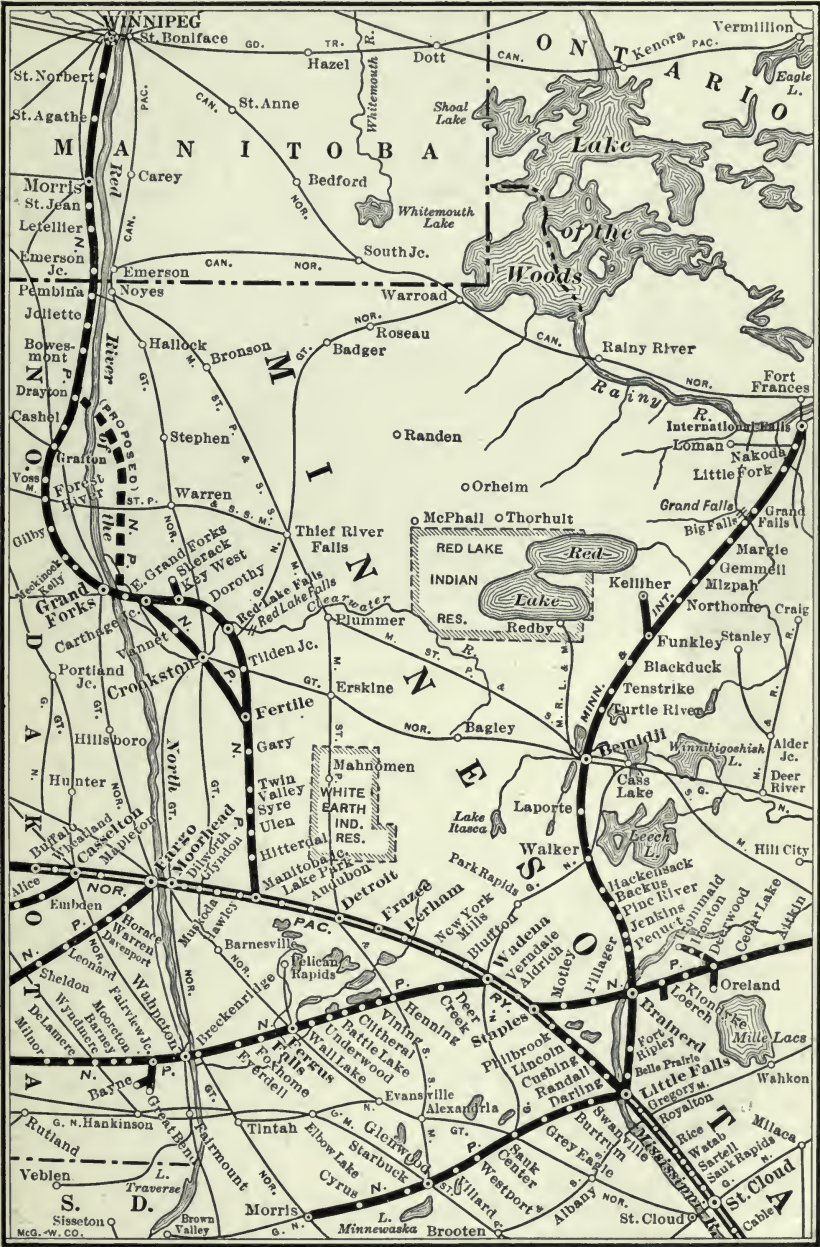
Brainerd, on the Mississippi River, is one of the important towns in this part of Minnesota. It was named in honor of Lawrence Brainerd, father-in-law of J. Gregory Smith, one of the earlier presidents of the Northern Pacific. Here are located very extensive machine shops of the Northern Pacific, among the largest in the country. A sanatorium and hospital of the Northern Pacific Beneficial Association of the railway is also located here, on a high bluff of the Mississippi River. Brainerd is an important lumber point.

At Brainerd is located the eastern tie treating plant of the Northern Pacific. The plant cost \$125,000 and has a capacity of 1,000,000 ties a year. The ties are treated with creosote, which materially adds to their life and durability.

The Northern Minnesota Country

The country north of Brainerd along the Minnesota & International

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Along the Scenic Highway



Only One of Minnesota's Ten Thousand Lakes.

and allied railways, a branch line of the Northern Pacific, is a virgin hunting and fishing ground and Brainerd is the natural gateway to it. Deer, bear, bass, muscalonge, etc., are found.

WALKER

Population: 785—Altitude: 496 Feet

Walker, county seat of Cass County, is most attractively located on the largest body of water entirely within the boundaries of one county in Minnesota. Nearby is the State Sanitorium and Onigum, the headquarters for Indian affairs in this district. There is a sawmill for by-products of logs, a boat factory and farming.

New buildings are springing up and the new Chase hotel of 85 rooms it is thought will be ready for occupancy in the summer of 1921. There is a strong auto club and it has spacious clubrooms. Walker needs some cheese and barrel factories, and another boat factory. A pronounced attraction for the tourist is found in the fishing. That term is synonymous with Leech Lake, which fact is attested by the great number of persons who come to this lake year after year for that sport alone. There are numerous trips to points of interest around the shores of the lake for those not desiring to battle with the denizens of the deep, but who enjoy

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One of the Attractive Vacation Spots at the Detroit Lakes, Minnesota.

recreation, pure and simple, in the haunts of old Mother Nature. For those desiring to invest in good farm lands and establish homes in a healthful and delightful locality, there are splendid opportunities in the Leech Lake region.

BEMIDJI

Population: 7,086—Altitude: 1,371 Feet

Bemidji, Minn., is on Bemidji Lake and near Itasca State Park, the source of the Mississippi River. It offers unexcelled advantages in a desirable climate, with pure water, beautiful natural parks and boulevards on the borders of two lakes and the Mississippi River, and is well sheltered by large forests of virgin pine, affording an invigorating ozone.

It is easy of access, being reached either from the Twin Cities or from Duluth-Superior by the Northern Pacific and the Minnesota & International Railways, the latter being one of the Northern Pacific family of rail lines. Numerous highways, additional to the rail lines, make Bemidji a distributing center for the northern Minnesota country and its many tourist resorts and camps. There are sawmills and factories, wholesale and retail establishments of excellence and unusually good hotel accommodations.

From Bemidji one may select any one of the hundreds of lakes and streams in the region where fish in most of the northern lakes varieties may be found for piscatorial pleasures. The genuine sportsman, too,

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At Coffee Lake on the Northern Pacific-Duluth Short Line.

may enjoy real happiness here, for there are deer, moose, partridge, grouse, prairie chicken and ducks.

Within convenient distance of Bemidji, and with good auto roads, lies Lake Itasca, the extreme source of the Father of Waters. The Itasca region belongs to the State of Minnesota and is super-excellent in its scenic and ozonic aspects. It is well equipped for tourist travel.

At International Falls and Fort Frances there is a great water power; 30,000 horsepower is in practical use. A very large paper mill is established here.

This locality has a great reputation for the immunity which it gives to victims of hay fever. In Rainy Lake, only a few miles distant from International Falls and Fort Frances, there are hundreds of beautiful islands of all sizes. These have been more or less taken up as summer outing places, to a great extent, by those who are afflicted by hay fever and who have here experienced, generally, entire relief from this trouble.

Farther west, and reached by both steamer and train from these

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towns, is the Lake of the Woods. This is one of the most remarkable bodies of water in the entire country. It is, in its upper half, crowded with beautiful islands and the tour of the lake is full of interest and pleasure—a duplication of the St. Lawrence River Thousand Islands tour.

STAPLES

Population: 2,570—Altitude: 1,298 Feet

Staples is a district terminal. Also the location of Northern Pacific machine shops, roundhouse and yards which have been recently extended and improved to care for an increasing railway business. Between Staples and Brainerd, and Duluth, Minnesota, and Superior, Wisconsin, at the head of Lake Superior, through train service is maintained with main line trains to and from the North Pacific Coast and the Twin Cities, in connection with the steamer trips up or down the great lakes. From Duluth and Superior the Northern Pacific tracks and train service extend to Ashland, Wisconsin, thus affording a direct route between Wisconsin and Lake Superior points and the Red River Valley, North Dakota, Montana, and the Coast.

At Carlton, a junction of the main line east and west with the direct line Duluth-Superior to St. Paul-Minneapolis, a branch line passes northward to Cloquet, a great timber and lumber mart.

WADENA

Population: 2,186—Altitude: 1,372 Feet

Wadena is located in the Minnesota Lake Park region. The tributary country produces large cereal crops, potatoes and vegetables in abundance. During the past few years the creamery industry has been making rapid strides and promises to largely increase Wadena's importance as a shipping point. It now is a heavy potato shipping point.

From Wadena a branch line extends southwest through a fine farming and dairy country to Fergus Falls, Breckenridge, and Wahpeton to Oakes, North Dakota.

PERHAM

Population: 1,370—Altitude: 1,390 Feet

Perham was named for Josiah Perham, the first president of the Northern Pacific Railroad. Beautiful lakes make it a summer outing point of increasing importance. Splendid fishing and boating and good quail and prairie chicken shooting are to be had in season, and the hotel accommodations are good. It has a large flour mill and several large grain elevators in addition to other business enterprises. The Ottertail River, rising in the lakes north of Perham, flows through Ottertail Lake and is one of the two main branches of the Red River of the North which, after a southerly course, flows north to Lake Winnipeg in Manitoba.

Along the Scenic Highway



Fort Garry Gateway Park, Hotel and Fort Garry Gate, Winnipeg, Manitoba. The Gate is All that Remains of the Old Hudson's Bay Trading Post.

FRAZEE

Population: 1,277—Altitude: 1,410 Feet

Frazee is surrounded by a fine agricultural country and is prospering. The lakes round about supply good fishing and are attractive pleasuring spots for summer camping and outings. The country in the neighborhood of Frazee is the highest in elevation in this part of the state and affords splendid climatic advantages for those desiring to live an out-of-door life during the heated summer months.

DETROIT

Population: 3,426—Altitude: 1,386 Feet

Detroit is located on the western edge of the Lake Park region and is a well known Minnesota summering place. Beautiful Detroit Lake, with its thirty-seven miles of shoreline, is exceptionally attractive. On its shores are many summer homes belonging to people from the town itself and from other distant points. From Detroit Lake a river channel leads southward into and through a series of other lakes of equal beauty, and each of which affords excellent black bass and pike fishing and boating. By means of canal locks these lakes and the river are made jointly navigable, and large motor boats make trips at stated intervals daily

Along the Scenic Highway

during the summer season. The trip is an unusual one of its kind, affording keen pleasure and enjoyment to the large number of tourists who yearly visit Detroit and its charming lakes.

There are numerous and good hotels on these various lakes. Apartments are modern, prices very reasonable.

Ten lakes of importance are within easy reach of the town, and as many more of smaller size are found within a ten mile radius. The place is very attractively situated on the rolling prairie in a healthy country. It has good churches and is a most desirable summer outing spot.

The drinking water used on Northern Pacific dining cars and trains comes from Pokegama Spring on the shore of Detroit Lake.

North from Detroit lies the White Earth Ojibwa Indian Reservation. This tribe drove the Sioux out of Minnesota to the western plains in the days when the Red Men enjoyed exclusive occupancy of the country.

RED RIVER BRANCH LINE

From Manitoba Junction, on the main line, a Northern Pacific branch line extends to Winnipeg, Manitoba. The following named places are important points on this line.

CROOKSTON

Population: 6,825—Altitude: 900 Feet

Crookston is a city of paved and electric lighted streets, and has also gas, water and sewer systems. It is the county seat of Polk County. One of the Agricultural Experiment stations of the University of Minnesota is located here.

In the heart of the agricultural center of the Red River Valley, it is the home of the Red River Valley Winter Shows held annually in the famous live stock pavilion built and owned by two thousand farmers of northwestern Minnesota.

GRAND FORKS

Population: 14,010—Altitude: 855 Feet

Grand Forks is the seat of the University of North Dakota, which has a faculty of 100 and a student body of 1,100.

It is an enterprising city with electric street railway, good hotels, brilliantly lighted streets, etc. It is the county seat of Grand Forks County and is the commercial center of a large portion of the Northwest. It is a city of many factories, mills and wholesale houses.

GRAFTON

Population: 2,512—Altitude: 850 Feet

Grafton is also a progressive, modern little city, the county seat of Walsh county, North Dakota. It is possessed of the usual complement of public utilities, paved streets, etc., and has ample educational facilities, factories, mills, etc., which bespeak its industrial activity.

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There Is No Limit to the Number in Minnesota Lakes.

WINNIPEG

Population: 272,000—Altitude: 853 Feet

La Verendrye and Selkirk are the most interesting figures on the historical canvas of the Canadian Northwest—the former as a discoverer, in 1738, and the latter as a colonizer, in 1812. La Verendrye discovered the Lake of the Woods, Winnipeg River, Lake Winnipeg and the site of the City of Winnipeg. Here were erected four frontier forts around which gathered some of the most interesting events connected with the Northwest. In 1860 the first house in Winnipeg was erected.

All outside communication was by Red River cart overland to St. Paul.

In 1873 Winnipeg was incorporated as a city with a population of 1,800. The seat of government for the Province of Manitoba, it is situated at the junction of the Assiniboine and Red rivers, and is the head of navigation for vessels navigating Lake Winnipeg.

Not only is Winnipeg the greatest cash grain market in the world and the distributing center for Western Canada, but it is an important manufacturing center.

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With the harnessing of the great power resources of the Winnipeg River, the value of output has increased from \$39,000,000 in 1910 to \$120,000,000 at the present time, with 725 industrial plants and more than 19,000 people engaged in industrial pursuits.

Winnipeg is the educational center of Western Canada; maintains 37 parks and 27 playgrounds, some of them among the finest natural beauty spots in Canada.

In the heart of Winnipeg there still stands one of the historic treasures of the past, Old Fort Garry Gateway, all that is left of the historic Fort erected by the Hudson's Bay Company, before the beginning of the City of Winnipeg.

In old Fort Rouge—one of the Verendrye forts—south of the Assiniboine River, are residential mansions comparing very favorably with those found in the older cities of the East.

The city has its own hydro-electric power system, which supplies the cheapest power on the American continent for manufacturing purposes, and electric light at cost.

Winnipeg, the greatest transportation center in Canada, has 27 railway lines radiating from the city, over fifty churches, a provincial capitol, one of the finest in the world, costing over \$8,000,000, a Carnegie library, art gallery, museum and industrial exposition.

Pure, soft water is brought from the Lake of the Woods in an aqueduct, constructed at a cost of \$16,000,000.

MAIN LINE

DILWORTH

Population: 882—Altitude: 933 Feet

Dilworth is a railway division terminal and the railway yards and plant are very extensive and in general combine the latest ideas in railway usage. The overcrowded condition of the railway yards at Fargo forced the company to move to a spot where "elbow room" could be found for the large shops and various facilities required for an increasing traffic, and Dilworth is the result.

MOORHEAD

Population: 5,720—Altitude: 929 Feet

Moorhead, county seat of Clay County, noted for its herds of Holsteins and its great potato and wheat fields, lies on the right bank of the Red River of the North, the boundary line between Minnesota and North Dakota. With Fargo, it is an important railway center for many main and branch line points in Minnesota and North Dakota. The city owns a fine electric light and artesian water plant, has electric railways connecting it with Fargo on the west side of the river and Dilworth on the east. Moorhead has four banks, good hotels, a canning factory, creameries, silo manufacturing plant, elevators, a flat steel manufactory, a fine Federal building, a State Normal school, Concordia College, St. Joseph (Catholic) Academy, and a new half million dollar high school. It was named after Wm. G. Moorhead, a former Northern Pacific Railway director and is one of the important crop shipping points of the Red River Valley.

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FARGO

Population: 21,961—Altitude: 926 Feet

Just across the river from Moorhead lies Fargo, the gateway to, and the largest city in, North Dakota. It was named for Wm. G. Fargo, of the Wells, Fargo Express Co. It is the seat of the North Dakota Agricultural College and U. S. Experiment Station, and is an important manufacturing and distributing center. Fargo is one of the great farm machinery depots of the United States, has extensive warehouses for the handling of all farm implements and equipment and it has a large wholesale trade. It has a \$175,000 Federal building, a \$100,000 Y. M. C. A. building and many other fine business houses, schools and costly homes. There are several newspapers, two of which are published daily, a college, numerous churches, a fine Masonic building, and excellent schools with a wide attendance from western Minnesota and North Dakota. The Fargo Commercial Club will answer all inquiries about the city. The Fargo and Southwestern branch of the Northern Pacific line runs southwest through a good farming country to Edgeley and Streeter, North Dakota.

Fargo is one of the most important points in the Red River Valley, which valley extends to the north beyond the International Boundary and for a considerable distance also, to the south. On the main line at Haggart, just west of Fargo, there is an Equity Co-operative Packing plant.

The Valley of the Red River of the North was, some 6,000 to 10,000 years ago, a great lake which existed for a thousand years. Prior to that time there was a glacier there. The lake, which was 700 miles long and had an area of 110,000 square miles, has been called Lake Agassiz, after the late Prof. Louis Agassiz, who was a special student of, and an authority upon, glacial geology.

Along the Scenic Highway



One of North Dakota's Attractive Farm Homes.

The lower end of the valley—the Red River runs northward—about Winnipeg was the “stamping ground” of early explorers and traders. Verandrye was there early in the eighteenth century; Alexander Henry was in the region during the first years of the nineteenth century, and in 1812 the Earl of Selkirk established his ill-fated colony in the vicinity of Winnipeg.

The valley proper varies from thirty to seventy miles in width and is 300 miles long.

It is noted for the quality of its wheat, and is called the “Bread Basket of the World.” Diversified farming is being practiced more and more, and flax and live stock are now very important products of the valley.

CASSELTON

Population: 1,538—Altitude: 961 Feet

Casselton is named for Geo. W. Cass, a former president of the Northern Pacific. During the growing and harvest seasons the grain, in wavy billows, extends as far as the eye can reach, in an unbroken sea of green and gold, as the season determines. Many of the farms in this locality were for long years of the Bonanza Farm stamp. Individual owners in many cases possessed thousands of acres which were devoted

Along the Scenic Highway

almost entirely to wheat raising and these farms did much to develop the tremendous output of wheat for which for years North Dakota has been noted. More recently, however, these large farms have been gradually cut up into small ownerships and diversified farming has become much more common.

Besides Casselton, Buffalo and Tower are other growing towns of the prairie region.

VALLEY CITY

Population: 4,681—Altitude: 1,245 Feet

Valley City, pictured as "The Gem of the Sheyenne Valley," is one of the most attractive of North Dakota towns. It is located in a county noted for its diversified farming and is an important shipping point. Nature has done much for this city and her progressive people are doing all in their power to make this a renowned beauty spot of the state. It is the home of one of the finest Normal Schools of the Northwest, has superior public schools, a new high school building just completed that cost nearly a quarter of a million dollars, an up-to-date public library, substantial business blocks, attractive homes, and a system of parks, for beauty unequaled in the Northwest.

The town is also becoming a manufacturing and distributing point, having the Russell-Miller Mills, the North Western Cereal Co., the Valley City Fibre Co., The North Western Nursery Co., The Northern Seed Co., as well as wholesale grocery, fruit, seed, lumber and other substantial industries.

The beautiful winding Sheyenne River, its banks covered with large trees, supplies enjoyment to the townspeople during the summer months in boating, bathing and fishing, and during the winter it affords skating, skiing and other winter sports.

The Northern Pacific has a steel viaduct across the valley of the Sheyenne River at this point. Nestling just beneath it can be seen the Valley City Chautauqua grounds, another beauty spot, with a steel auditorium having a seating capacity for 5,000 people.

This viaduct is about three-quarters of a mile long and its maximum height is 150 feet. There were 13,700,000 pounds of steel used in its construction. This line and viaduct cuts out a heavy grade across the valley. It is used principally for through freight, the old line being also in use, thus affording double track facilities for a number of miles through this section.

SANBORN

Population: 391—Altitude: 1,468 Feet

Sanborn is a typical North Dakota wheat shipping town. The surrounding farming country produces heavy crops of wheat, oats, barley and flax. It lies in the center of a district which affords many attractions to sportsmen in the line of feathered game, and it is the junction of a Northern Pacific branch line running north to Cooperstown and McHenry, North Dakota.

Along the Scenic Highway



Harvesting Potatoes on a Northwestern Ranch.

JAMESTOWN

Population: 6,627—Altitude: 1,430 Feet

Jamestown, on the James River, is a county seat and Northern Pacific division point and the headquarters of the offices of the Dakota division. It is the home of the Jamestown College and of St. John's Young Ladies' Catholic Seminary. The North Dakota Insane Hospital, built at a cost of \$2,500,000 is located here. Jamestown is an important business center and shipping point and is the junction of the Northern Pacific branch lines running, north to Pingree, Carrington, New Rockford, Oberon, Minnewaukan—on Devils Lake—and Leeds, and south, to La Moure and Oakes, North Dakota. From Pingree a branch line reaches westward to Wilton in the Missouri Valley. From Carrington and Oberon, branch lines extend westward across the prairies to Turtle Lake and to Esmond, respectively. The surrounding country produces wheat, oats, flax, barley and vegetables and is worthy of investigation by the homeseeker looking for low priced lands. Jamestown has wholesale houses, a large distributing warehouse, a 1,000 barrel flour mill, a 3,000,000 pound—annually—creamery, a hospital, parks and play grounds.

The country between New Rockford and Leeds, north of Jamestown, has the reputation of being, perhaps, the best wild goose hunting region in the west. Ducks and other feathered game are also abundant in season.

Along the Scenic Highway

From a short distance beyond Gregory, Minnesota, nearly to Jamestown, North Dakota, the Northern Pacific has a double track line.

DAWSON

Population: 293—Altitude: 1,771 Feet

Dawson lies in the center of a district which usually affords exceptionally good wild goose, duck and prairie chicken shooting in season, and is a shipping point for general farm produce. Lake Isabel, near by, is attractive, and other lakes at greater distances afford outings for sportsmen during the fall season.

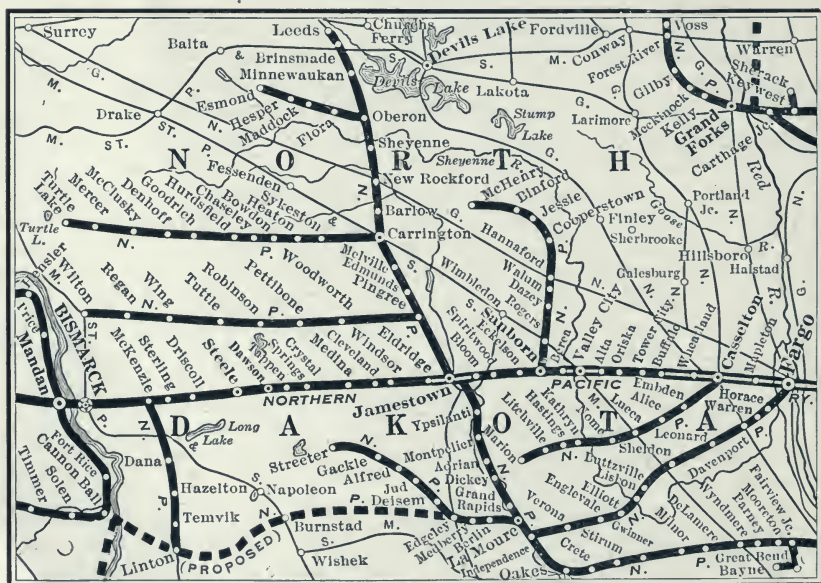
This part of North Dakota is stated by agricultural experts to be well adapted to dairy farming. The land lies well, will produce good crops of corn and, presumably also, of alfalfa, and beans of a specially good grade are grown.

STEELE

Population: 550—Altitude: 1,880 Feet

Steele is another of the prosperous North Dakota prairie towns. It is in the midst of a fine farming country that is being rapidly settled. It is constantly growing in population and is the county seat of Kidder County. It has two banks, a weekly paper, etc.

Dawson and Steele are in Kidder County which is developing rapidly into a corn, clover, and alfalfa section. The second best field of non-



Along the Scenic Highway



A Modern Guernsey Dairy Ranch in the Northern Pacific Country.

irrigated alfalfa in the United States is in this county, near Tappen, east of Dawson. This will without doubt eventually become a fine dairy country.

BISMARCK

Population: 7,122—Altitude: 1,692 Feet

Bismarck, the capital city of North Dakota, lies on the eastern bank of the Missouri River in the center of a wide agricultural country. It is the county seat of Burleigh County. The state capitol stands on high ground immediately north of the city and is reached by electric car line.

Bismarck has an excellent public school system, and is the seat of St. Mary's Catholic Seminary and is to have a Lutheran university. The North Dakota penitentiary is located just in the eastern suburbs of the city and Northern Pacific trains pass near it. Missouri River steamers, receiving and discharging general merchandise and supplies, make seasonal trips along the Missouri River. Fort Lincoln, a military post, lies just south of the city. From McKenzie, east of Bismarck, a Northern Pacific branch line runs south to Linton. Bismarck, named for the great German statesman, was the western terminus of the Northern Pacific Railroad from 1873 to 1878, and was originally named Edwinton,

Along the Scenic Highway

after Edwin F. Johnson, the first Chief Engineer of the Northern Pacific.

A wagon bridge, between Bismarck and Mandan, now under construction and to cost \$1,500,000, is expected to be finished in 1922. A Soldiers' Memorial building is under construction on the State Capitol grounds to cost \$250,000; the log cabin in which the late Theo. Roosevelt lived, on his ranch near Medora, is also a fixture of the State Capitol park. A fine tourist camp lies just at the east, and a Government Indian School is at the west, end of the city, and there is a good country club and golf links. Bismarck has excellent hotels.

MANDAN

Population: 4,336—Altitude: 1,667 Feet

Between Bismarck and Mandan, distant only six miles, the main line of the Northern Pacific Railway crosses the Missouri River on a steel bridge erected at an original cost of \$1,000,000. During 1905, owing to the use of heavier locomotives and rolling stock and the increased train loads, the bridge was rebuilt. The new structure is one of the best railway bridges in the west. At Mandan, which is a division terminal, the railway has large yards, shops, and other facilities. The town is growing and is an important distribution center.

Near Mandan are mines producing an excellent quality of lignite coal. This is a very satisfactory fuel and is largely used throughout North Dakota, where it is found in large quantities.

The "Missouri Slope," the name by which the Bismarck-Mandan region is known, has been a noted "cattle country," but it is now giving way to agricultural development on a large scale. The soil is very rich and produces excellent cereal crops.

The Missouri Valley in the region about Bismarck and Mandan is historical ground. From here Verendrye, in 1742, started on his hopeless search for the "Western Sea;" here, until about the middle of the eighteenth century, lived the Mandan Indians, now found at Fort Berthold, much higher up the river; David Thompson was here in 1797; about fifty-five miles north of Bismarck and Mandan, near Washburn, Lewis and Clark wintered in 1804-5 at Fort Mandan; Alexander Henry, the younger, was among the Mandans in 1806; George Catlin was here painting Indians in 1832, and Maximilian and Bodmer sojourned at the Indian towns in 1833.

In later time Custer started from old Fort Abraham Lincoln, about five miles below Mandan on the west bank of the river, on his last tragic campaign in 1876. The clump of trees on the bluff, easily seen from Bismarck, stands just above the site of the old post, now utterly gone.

This fort were brought the wounded from Custer's Last Battle on the Little Big Horn River in June, 1876.

Both north and south from Mandan the Northern Pacific has recently constructed branch lines that open up to settlement valuable sections of Western North Dakota heretofore remote from railways.

Along the Scenic Highway

On the northern or Killdeer branch line the Killdeer Mountains, easily accessible from Killdeer or from Dickinson on the main line, form an exceedingly interesting portion of the state. This region is noted for the spectacular beauty of the "Bad Lands," also known as Pyramid Park.

Four of the largest lignite mines in the state are located on this branch line, the combined output being about 2,000 tons a day.

At Mandan change from Central to Mountain Time, one hour earlier, is made.

Of a number of well to do and promising towns between Mandan and Dickinson, New Salem, Glenullen, Hebron and Richardton are the largest. They range in population from 600 to 1,000, and from 2,000 to 2,487 feet in elevation, and are surrounded by a fine farming and grazing country that in recent years has developed very rapidly. Hebron is known for its fire and pressed brick manufactories.

The state has established a briquetting plant at Hebron to carbonize and briquette lignite coal on a commercial scale. This fuel is expected to cost much less than soft coal from the east and it is claimed will contain practically the same amount of heat units as does anthracite coal. Extensive lignite mines are operated at New Salem and Glenullen.

Richardton is the seat of St. Mary's Catholic College.

There are numerous creameries throughout this section, and plenty of lignite coal and good clay.

DICKINSON

Population: 4,122—Altitude: 2,430 Feet

Dickinson, known as the "Queen City," was named for W. S. Dickinson of Malone, N. Y., and is located on the Heart River almost in the center of the Trans-Missouri, or "Slope" country. It is a financial, trade, grain, and stock shipping center. Dickinson is a railway district terminal with modern and extensive yards, machine and car shops. It has two brick and tile factories, an up-to-date creamery, an artificial ice plant, bottling works, a large armory, a Carnegie library, seven grain elevators, and two flour mills, shipping flour to practically every state in the Union. There are large department stores, all lines of retail business, a wholesale grocery house, three national and two state banks with ample capital, three Catholic, one Jewish and six Protestant churches, an Elk's home, costing \$100,000, a Masonic temple, costing \$85,000, and an Odd Fellow's home, costing \$35,000.

A first class hospital, good hotels, a splendid high school, one of the best public school systems in the state, are maintained, and a new grade school costing \$125,000 is nearing completion. Recently a State Normal, the only one in the southwestern quarter of the state, has been established at Dickinson. A new federal building housing all federal offices and costing \$90,000 was recently completed. The National Park Highway passes through the town and other well kept roads diverge in all directions from Dickinson, which is an automobile center. Dickinson

Along the Scenic Highway

is a good newspaper town. It is the center of extensive beds of good, low priced lignite fuel, which is beginning to exercise a marked influence on the agricultural and industrial development of the state. The immediate region is naturally a live stock country, with a decided trend toward dairy farming. Model dairy farms including some of the best herds in the state, are rapidly being developed.

The thriving town of Belfield has sprung up within a few years, and, with the country about it, is progressing nicely. The wide prairie produces good crops of flax, wheat, oats, vegetables, etc. The Heart River drains the country and adds beauty to the landscape.

Antelope, Taylor, Gladstone, and South Heart are other towns in this immediate locality that are prospering.

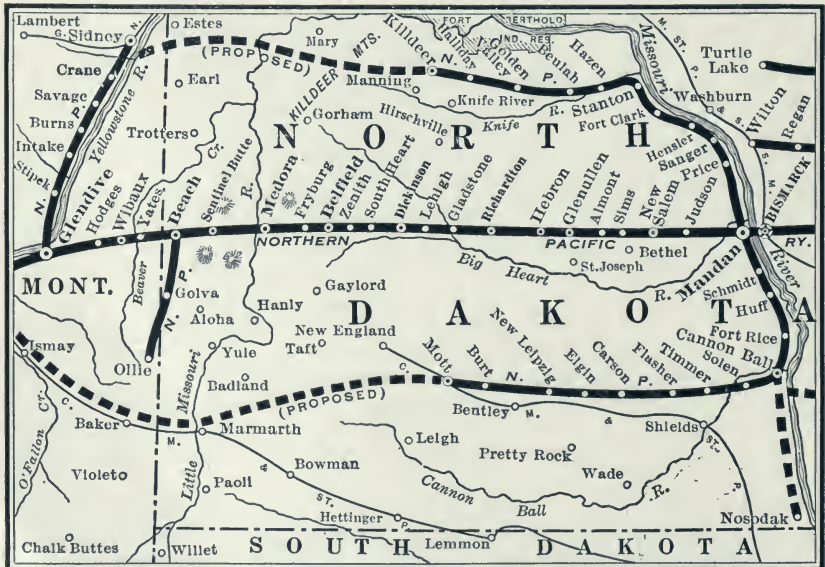
Until recently this prairie country was entirely devoted to live stock, but diversified farming has entered upon a new stage of development.

MEDORA

Altitude: 2,290 Feet

At Sully Springs and Medora on the Little Missouri River, the tourist reaches the heart of that most remarkable region, known in frontier days as "the badlands," from the fact that they were then difficult to travel through. In recent years they are known by the more appropriate name of "Pyramid Park."

Rich deposits of lignite coal underlie an enormous area of land and prove that this was a country of dense forests in the carboniferous age,



Along the Scenic Highway

and evidence of its later conquest by the sea is still found among the fossil remains in Pyramid Park. Petrified stumps also serve as lasting monuments to some of the sturdy monarchs of primeval forest glory.

Ages afterward, the Fire King marched unhindered through this region, leaving a veritable park of pyramids, tinted and streaked with various shades of coloring, their sides now curiously worn and graven by the erosion of wind and storm. It is an almost trackless labyrinth of hills and buttes and canyons and bluffs grouped to form a most interesting and suggestive panorama. The peculiar landscape, enlivened by the brilliant colors of the exposed strata, creates a lasting impression.

About a mile west from Sully Springs and a short distance south from the track, one of the so-called "burning mines," a peculiar phenomenon of the region, may be seen.

Medora was named by the Marquis DeMores in honor of his wife. DeMores "went west" in the early 80's and established his headquarters at this point. His chateau, erected on an eminence a short distance from the town on the south side of the track, is still pointed out to travelers on passing trains.

The now famous "Maltese Cross" ranch on which the late ex-President Roosevelt obtained a great deal of his western experience, is located near Medora.

There are large lignite mines in operation here.

This entire section grows a peculiar "bunch grass" that is exceedingly nutritious and possesses stock-fattening qualities.

SENTINEL BUTTE—BEACH

Sentinel Butte—Population: 292—Altitude: 2,731 Feet

Beach—Population: 1,106—Altitude: 2,779 Feet.

Sentinel Butte, to the south of the station of that name, is an old historical landmark of the country.

Beach is the last station in North Dakota, the Montana-North Dakota boundary line being crossed a short distance west from the town. It also practically marks the divide between the Little Missouri and Yellowstone rivers. Until recently these two stations were mere passing tracks—now they are thriving towns and the surrounding country is rapidly being developed by farmers into one of the best farming regions of the Northwest. A branch line extends southward from Beach to Golva, Carlyle and Ollie, opening to easy settlement and development a new section of upland prairie.

Along the Scenic Highway



WIBAUX

Population: 611—Altitude: 2,674 Feet

Wibaux, formerly called Mingusville, renamed for the late Pierre Wibaux, a former well known cattle king and banker in the region, is an important shipping point for a wide extent of live stock territory. A statue of Mr. Wibaux in proximity to the railway, may be seen just west of Wibaux from the car windows.

This section, from Sentinel Butte to Wibaux, and north to the Killdeer Mountain region, is known as the "Golden Valley," owing to the prolific crops of grain raised in recent years. This country has been found to be well adapted to farming and the lands are being rapidly taken up by settlers. Until recent years the region from Mandan to Wibaux was supposed to be a stock country pure and simple. With the success attending the later efforts at farming the country has wonderfully developed and is now producing, annually, large crops of grain. This consists of hard and durum wheat, oats, flax and barley. Settlers have been buying land throughout this region between the Missouri and the Yellowstone rivers and a rapid change has taken place in the country.

GLENDDIVE

Population: 3,816—Altitude: 2,091 Feet

At Glendive, the railway meets the Yellowstone River, which the main line follows for 341 miles. Glendive lies ninety miles from the junction of the Missouri and Yellowstone rivers and is the first of important Montana cities reached on the westward journey. It is a Northern Pacific division headquarters and has important railway shops, yards, one of the large hospitals of the Company, and other facilities. The city occupies a broad bottom, sloping gently towards the river and sheltered by a range of curiously shaped buttes, rising to a height of

Along the Scenic Highway

300 feet. The site of the town was selected by Gen. Lewis Merrill, U. S. A., who gave it its name in remembrance of Sir George Gore, an eccentric Irish nobleman who spent the winter of 1855-56 in this region, hunting buffalo. Gore gave the name of Glendive to the creek that flows into the Yellowstone at this point, and which the railway follows after climbing "Beaver Hill," west of Wibaux. Eagle Butte, just west of the town, is a noticeable landmark and the railway engineers met great difficulty in constructing a line along its base.

In the valley adjacent to Glendive irrigation was tried and proved successful in the 80's. This section has developed rapidly and Glendive is an important distributing point for a large part of the lower river valley. The products are, rye, barley, oats, corn, and wheat, and particularly cattle, horses, sheep, and wool.

Between Glendive and the junction of the Yellowstone and Missouri rivers is the location of the U. S. Government's Lower Yellowstone Reclamation Project, opened to settlement December 21, 1908. This enterprise includes a dam across the Yellowstone and the necessary irrigation works, and the irrigation of about 64,000 acres of land, at an estimated cost of \$3,500,000 by the government, the land being sold to actual settlers at \$45.00 an acre—plus a small annual maintenance charge. This figure includes the cost of the reclamation expenditure only. Where the land is held for sale by private owners, prices ranging from \$30 to \$50 an acre are asked. The farm unit ranges from 40 to 160 acres. The project is one of the government's many projects in the Northwest and opens up a valuable part of the Yellowstone Valley. The Northern Pacific has a branch line extending from Glendive northward through the lands of the project. Dry farming as well as irrigation farming can be successfully carried on here.

TERRY

Population: 794—Altitude: 2,264 Feet

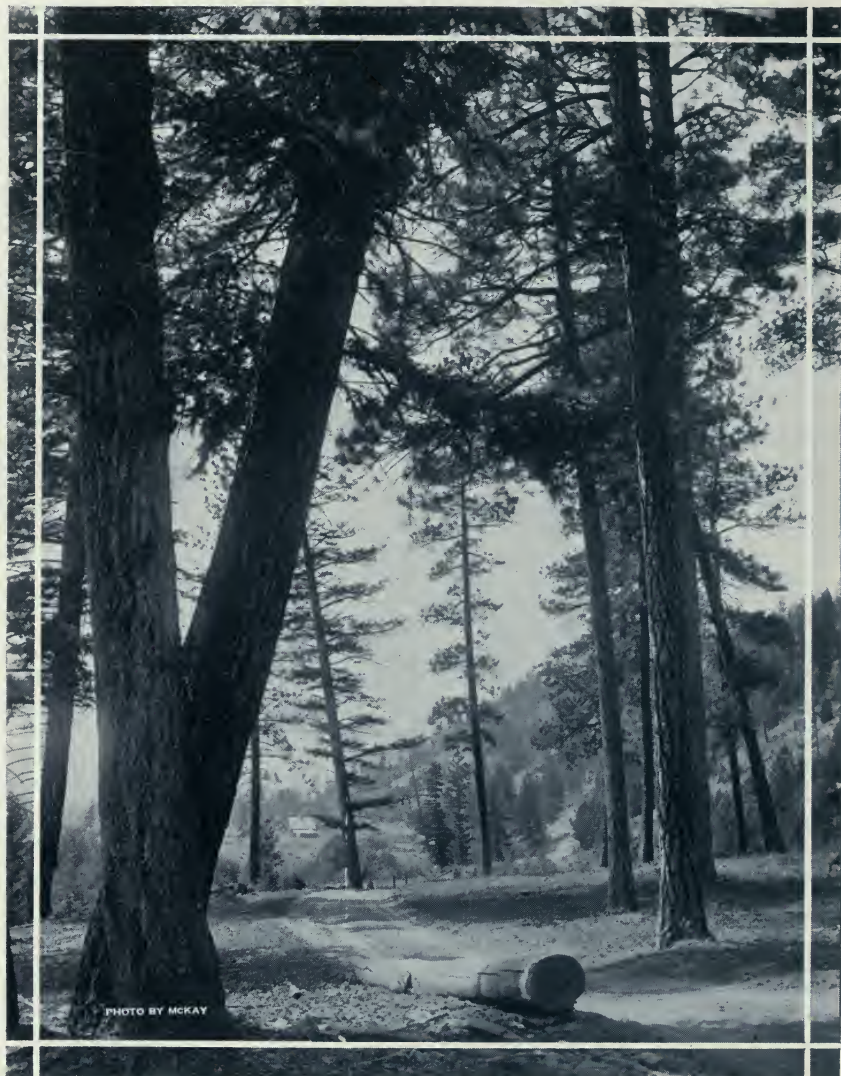
Terry, named for the late Gen. Alfred H. Terry, U. S. A., is a rapidly growing town of the lower Yellowstone Valley. Large shipments of live stock, wool, etc., have been made from here in the past. Terry is now one of the largest grain shipping points in eastern Montana. The Chicago, Milwaukee & St. Paul Railway crosses the Northern Pacific near Terry. Beyond Blatchford the Powder River, one of the three or four most important affluents of the Yellowstone River, is crossed. This part of Montana is rapidly being settled by farmers and others seeking new homes in the west.

MILES CITY

Population: 7,937—Altitude: 2,377 Feet

Miles City, at the mouth of Tongue River, another of the three most important tributaries of the Yellowstone, has the peculiar distinction of being the only city between Lake Superior and the Rocky Mountains on the main line of the Northern Pacific which did not owe its origin to the building of the railway. It was named after Gen. Nelson A. Miles,

Along the Scenic Highway



"A Brotherhood of Venerable Trees" in Montana.

U. S. A., was a flourishing frontier post before the railway reached the Yellowstone Valley, and in the early days was an important rendezvous of the buffalo hunters and traders. With the extinction of the buffalo the stretches of grazing country were occupied by the ranchmen and now the ranches tributary to Terry, Miles City, Rosebud, and other valley towns, grow hundreds of thousands of cattle, horses, and sheep.

Along the Scenic Highway

Miles City is a wool shipping center for Eastern Montana, is an increasingly important banking and trading point for a large territory north and south of the Yellowstone, has an oil refinery, and a \$250,000 high school building under construction. It is a compact, well built city, the country tributary to it has become rich in agricultural wealth through stock raising and irrigation, and dry farming methods are reclaiming large areas. Oil production bids fair to become a very important factor in the near future.

One of the earlier irrigation enterprises in the Yellowstone Valley and its tributaries is the Tongue River canal, taken out of the latter stream about fourteen miles from Miles City. It waters 15,000 acres of land, all of which has not yet been placed under cultivation. There are good opportunities for homeseekers under this canal still remaining. The land is good, productive, and there is an ample supply of water for irrigation. Miscellaneous crops, fruit, honey, and heavy crops of alfalfa are raised and there are good markets.

FORT KEOGH

Altitude: 2,390 Feet

Two miles west of Miles City lies Fort Keogh, until in recent years an important military post. The fort was built in 1877 by General Miles and was named in honor of Capt. Myles W. Keogh, who perished with Custer on June 25, 1876, on the banks of the Little Big Horn River. For years after its establishment the fort was the most important post in the heart of the Northwestern Indian Country, and was occupied by both infantry and cavalry in large numbers. It was abandoned as an active post in 1907, but is now an important government remount post, where fresh horses are trained for cavalry service and "remounts" supplied.

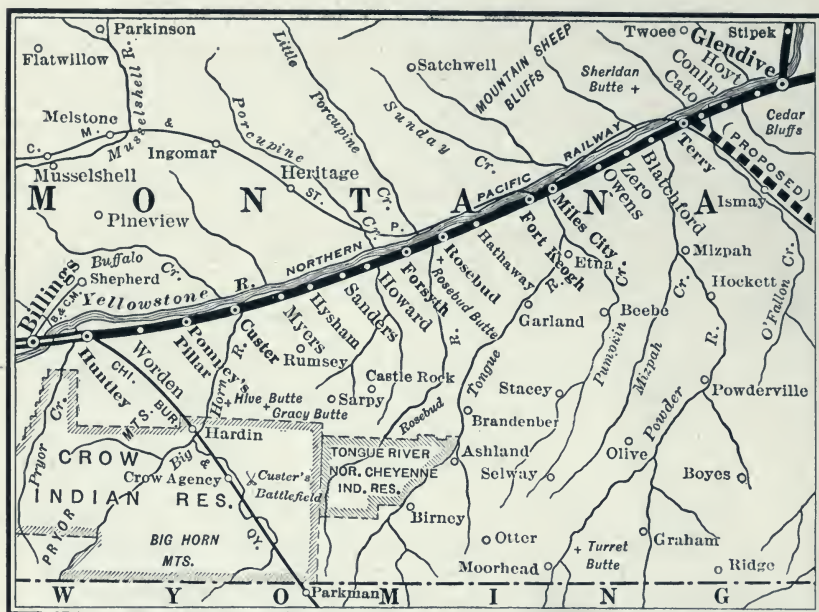
ROSEBUD

Altitude: 2,501 Feet

At Rosebud the Rosebud River is crossed. The town is growing—has a flour mill, a good hotel, a weekly paper, and electric light plant. The Rosebud Valley is one of the most historic and picturesque in Montana and is now well settled by ranchmen. Custer camped here just prior to his fateful battle of June 25, 1876. The entire valley was the center of Indian warfare and old rifle pits are still in evidence. It is the natural freighting point for the Rosebud and much of the Tongue River valleys and other nearby sections. The Carterville Irrigation Project is just west of this locality. Alfalfa grows luxuriantly and Rosebud is one of the largest alfalfa seed shipping points in Montana. The Rosebud, Tongue and other valleys are very fertile and productive without irrigation, and dry land farmers are planning silos and dairying.

Near the headwaters of this stream is the reservation of the Northern Cheyenne Indians. These Indians are of the aristocracy among red men. They have a good reservation between the Tongue and Rosebud

Along the Scenic Highway



rivers, are a brave, manly, industrious tribe. For many years they have been friendly with the whites, whose respect they possess.

▶ To the west, adjoining the Cheyenne reservation and lying along the Big Horn and Little Big Horn rivers, is the reservation of the Crow Indians. This reservation has been much reduced in recent years and is now but a remnant of its former large dimensions. Both these tribes engage in stock raising and agricultural pursuits to a considerable extent.

The Crow Indians have figured very prominently in all the early history of the west. They were the most expert horse stealers on the plains in the old Indian days. They have a valuable reservation which they irrigate and farm in a more or less commendable manner. They are a large and fine looking people, peaceable, and as a tribe are quite wealthy.

FORSYTH

Population: 1,838—Altitude: 2,535 Feet

Forsyth, named after Gen. Jas. W. Forsythe, of the army, shares the general characteristics of the Yellowstone Valley towns and cities. It commands a part of the trade of the Rosebud Valley to the south and the valleys of the Big and Little Porcupine rivers to the north and during recent years has been growing rapidly. It is a district terminal, with railway yards, shops, etc. In this immediate vicinity there are large tracts of land under irrigation producing bountiful crops of all kinds year after year without danger of failure.

Along the Scenic Highway



The Seat of Authority of an Ideal Northwestern Ranch.

CUSTER

Altitude: 2,749 Feet

Custer formerly was the railway station for Fort Custer—now abandoned—thirty miles distant, once a large military post at the junction of the Big Horn and Little Big Horn rivers near the scene of the Custer battle ground of 1876, where Custer lost his life. Owing to irrigation the town is growing nicely and the surrounding region improving rapidly. There are said to be 100,000 acres of irrigated land in the valleys of these two streams.

Shortly before reaching Custer the Big Horn River is crossed, at its mouth, and just beyond the train passes through the Big Horn Tunnel, nearly 1,100 feet long and cut through the bluffs that impinge on the Yellowstone River. The Big Horn is the largest of the streams flowing into the Yellowstone. Here, at its mouth, in 1807, Manuel Lisa, the noted fur trader of St. Louis, built a trading post among the Crow Indians.

POMPEY'S PILLAR

Altitude: 2,894 Feet

Rising from the level valley to a height of 200 or more feet, Pompey's Pillar, a comparatively short distance beyond and to the north of the railway station of this name, is a landmark of historic interest and of odd and interesting appearance. It was discovered and named by Capt. Wm. Clark, of Lewis and Clark, on the return journey across the continent, in 1806, and half way up one of its sides is still to be seen the inscription cut by the great explorer himself. "Wm. Clark, July 25, 1806." There was no final "e" in Clark's name, although often so shown. The ragged scratches in the yellow sandstone have been covered with a steel screen, placed there and maintained by the Northern Pacific Railway Company, and are thus carefully protected as a valuable historical souvenir. The rock is washed by the waters of the Yellowstone.

Between Miles City and Huntley the Yellowstone Valley is rapidly being placed under irrigation farming. The land is immensely productive, lies well for irrigation, water is abundant and markets are good.

Along the Scenic Highway

This valley is rapidly becoming one of the most noted of irrigation valleys in the entire west.

Extending from Hathaway and Rosebud to Forsyth, there are more than 15,000 acres of land now under irrigation on the north side of the river, and between Howard and Myers, also on the north side of the stream, there are between 12,000 and 15,000 acres under irrigation. On the south bank of the Yellowstone, between Sanders and Hysham there are about 10,000 acres covered by canals with a larger acreage east of that point also being irrigated.

HUNTLEY

Altitude: 3,038 Feet

The fine lands of the Government's Huntley Reclamation Project are found at this point. These lands are among the best in the valley and are irrigated by means of irrigation works erected by the government. There are about 33,000 acres embraced in this project which was opened to settlers in 1907. The farm units as laid out by the government range from 30 to 160 acres, of which from thirty to eighty acres are irrigable land and the remainder adjacent pasture or woodland. These lands cost the settler \$34.00 an acre for water right, plus a small annual maintenance charge. Most of them have been taken up by homemakers. There are six towns contiguous to Huntley.

This was formerly a part of the Crow Indian reservation.

These lands are served by the main lines of both the Northern Pacific and "Burlington" railways and are close to Billings, one of the largest cities in Montana.

BILLINGS

Population: 15,100—Altitude: 3,139 Feet

Located in the valley of the historic Yellowstone River, with thousands of acres of irrigated lands yielding a certain crop production each year, the vast territory around Billings, named after Frederick Billings, a former president of the Northern Pacific, has never known what may be termed a crop failure. The factory of the Great Western Sugar Company, one of the largest in the world, annually manufactures approximately 60,000,000 pounds of sugar, and the 20,000 acres of sugar beets, from which the sugar is made, afford substantial revenue to the husbandman. The tributary territory is already noted for its irrigation and dry farming enterprises and live stock feeding operations, and is rapidly increasing in importance.

There is a very heavy acreage of the most fertile of irrigable lands tributary to Billings.

On the uplands lying back from the lower river valley and among the higher lands under irrigation, there are large areas of very rich lands which have been brought into cultivation under dry farming methods.

Along the Scenic Highway



The Capitol of Montana, at Helena.

From the car windows these vast and very fertile upland farms, which extend along the entire valley of the Yellowstone, are not seen, unfortunately, but they are there.

Two very fertile valleys adjacent to Billings and rapidly being settled are the Big Horn and Clark's Fork of the Yellowstone. The latter is proving to be a good apple growing section, some fine commercial orchards being found there.

Billings has a public swimming pool, tennis courts, parks, an auditorium of 5,000 seating capacity, a large coliseum, a water system, excellent hotels, in fact the accompaniments of a modern city.

The retail stores of the city are a credit to the men who are conducting them and warrant the unstinted praise of those from eastern cities who marvel at the class of these establishments and the up-to-date methods in vogue in their management.

The educational advantages are up-to-date and besides good public schools, there is a parochial school and a polytechnic institute working along higher educational lines. It is the commercial, manufacturing and financial center of a region two hundred miles in diameter.

Billings is bidding for more manufacturing plants, basing its argu-

Along the Scenic Highway

ments upon location, natural resources, availability of labor and the spirit of local support and interest shown by its men of affairs.

The city is an important railway center and distributing point. It is the connecting point of the Burlington route with the Northern Pacific Railway. Through daily train service is maintained by the joint lines between St. Louis, Omaha, Lincoln, St. Joseph, Kansas City and Denver, and points in the Pacific Northwest. There are twenty-nine passenger trains daily in and out of the city. The Crow Reservation Agency and Custer Battlefield, on the Burlington, are reached from Billings.

Billings is the center of the oil industry of Montana because of its location near the activities in oil operations in the state and also in northern Wyoming, and its advantages as a distributing center.

Many noted trout streams of Montana are but a few hours' ride from the city and anglers find them a veritable paradise in the coolness of the majestic snow covered mountains. The valleys, fringed with melting snow banks through which silvery streams glide, are "populated" with mountain trout.

LAUREL

Population: 2,239—Altitude: 3,311 Feet

At Laurel, another district terminal, there are extensive railway yards. At this point the branch line for Fromberg, and also for Bridger and Red Lodge, coal mining centers, leaves the main line, following the valley of the Clark's Fork of the Yellowstone, the stream itself flowing into the Yellowstone near Laurel.

The Lake Basin branch, from Laurel to Rapelje, 47 miles distant, penetrates a very rich agricultural district in grain, hay and live stock. The Billings and Central Montana line extends northeast 14 miles through a good farming section.

The town has grown very rapidly, commercially, in recent years, and it has a substantial country back of it. Both dry land and irrigation farming are practiced.

In this section sugar beets are grown extensively for the factory at Billings.

COLUMBUS

Population: 987—Altitude: 3,624 Feet

Columbus is another of the growing cities of the Yellowstone Valley and is located opposite the junction of the Stillwater and Yellowstone rivers. It is the commercial center of an increasingly prosperous stock raising and agricultural country adjacent. A sandstone building stone quarried at Columbus has great merit and is extensively used in Montana, the State Capitol at Helena being largely constructed from it.

The valleys of the many tributary streams of the upper Yellowstone are valuable for farming and fishing.

Along the Scenic Highway



The Madison Valley, Montana, Combines Wealth with Health.

BIG TIMBER

Population: 1,282—Altitude: 4,094 Feet

Big Timber is in the heart of a large farming, stock raising, and mining section. It is a good and growing town. The bench lands of the Big Boulder and Big Timber creeks and along the Yellowstone in this vicinity are among the finest of grazing lands. These lands are now being brought under irrigation. One of the largest and most important of these irrigation enterprises is that of Glass Bros. in Sweetgrass Valley. A large and increasing acreage of valuable lands is also being cultivated under dry farming methods.

The mountain streams in the beautiful country about Columbus and Big Timber abound in trout and afford delightful fishing and camping to lovers of outdoor life.

SPRINGDALE HUNTER'S HOT SPRINGS

Springdale—Altitude: 4,234 Feet

Springdale is the railway station for Hunter's Hot Springs, but two miles distant. The waters of these springs, consisting of three groups, are well known throughout the Northwest, as an excellent curative agent in cases of rheumatism, nervousness, neuritis, neuralgia, dyspepsia, stomach, skin, and liver complaints. Recent improvements have made this one of the most attractive places of the kind in the country. A large hotel in the Mission style of architecture, all outside rooms, with steam heat, electricity, 100 foot plunge, solarium, dance, pool and billiard rooms, grills, etc., make this a delightful spot the year around for guests who take the waters or who simply rest and enjoy the excellent hunting and trout fishing near at hand.

Hay fever and asthmatic sufferers obtain relief here.

Hunter's Hot Springs, Geo. McCarn, Manager, have a little higher

Along the Scenic Highway

altitude than Springdale and are near the foothills of the Crazy Mountains. The Springs discharge 90,000 gallons of water an hour at a temperature of 148 to 168 degrees. An automobile meets all trains. The well equipped sanatorium, under the supervision of the house physician, is very popular with those who have been benefitted by the healing waters and invigorating climate. These springs were held in great repute among the Indians before the whites settled the country.

From Springdale to Livingston the railway still follows the Yellowstone River through a valley of much scenic beauty. From near Columbus to beyond Springdale the Crazy Mountains to the north afford a very interesting sight as the train changes direction.

From a point just east of Livingston a branch line extends nearly 30 miles up the Shields River Valley to Clyde Park and Wilsall. This valley is one of the finest in the west and land can be purchased at very reasonable prices. It has a specially fine reputation for the quality of the oats produced.

It produced the best wheat grown in the American Northwest in 1912, for which a \$5,000 prize was awarded at the Northwestern Products Exposition, Minneapolis, November, 1912.

At the Dry Farming Congress, held at Tulsa, Okla., October, 1913, it won first prizes for alfalfa and timothy and at the Sixth National Corn Exposition, Dallas, Tex., February, 1914, carried off 61 prizes for various grains, grasses, etc., of which 28 were world's championships.

LIVINGSTON

Population: 6,311—Altitude: 4,510 Feet

Livingston is a division and general headquarters, the location of very extensive railway shops, and the diverging point for a short branch line running 54 miles south to Gardiner, Montana, the original and northern entrance to Yellowstone National Park, the Wonderland of the World. At Gardiner stands the imposing lava arch dedicated by President Roosevelt in 1903 and spanning the entrance to a region of weird and marvelous scenery of a most unusual and inspiring sort. Thousands of travelers from all parts of the world visit Yellowstone Park during the tourist season and find it ideal for outings of a week, a month, or for the season, which usually extends from June 20 to September 15.

At Livingston all passengers desiring to visit Yellowstone National Park may obtain stopovers on tickets. The regular auto tour of Yellowstone Park is, for convenience sake, based on a schedule of four and one-half days, from Gardiner, but may be extended at will. It embraces a fine auto trip of 147 miles, most of the way over hard, sprinkled roadways which lead in turn to all the great geyser basins, Yellowstone Lake, the magnificent Grand Canyon and, finally, back to Mammoth Hot Springs and the new hotel at that point, from which the return trip to the railway at Gardiner is made. The autos, which form a part of the largest transportation equipment of this character found anywhere, are made especially for Park travel and are in every way most comfortable

Along the Scenic Highway



A Corner of the Grand Canyon Hotel, Yellowstone Park.

and easy riding. The journey through Wonderland is one of the most enjoyable recreations in the world. The sprinkling of the roads, by the government, daily, prevents disagreeable experiences from dust.

Just below the gap in the mountains from Livingston, easily seen from the train and town, Captain Wm. Clark, of Lewis and Clark, camped one noon in 1806, on his return journey to St. Louis from the Pacific Ocean. A suitably inscribed boulder on the Northern Pacific Railway Station grounds commemorates this event.

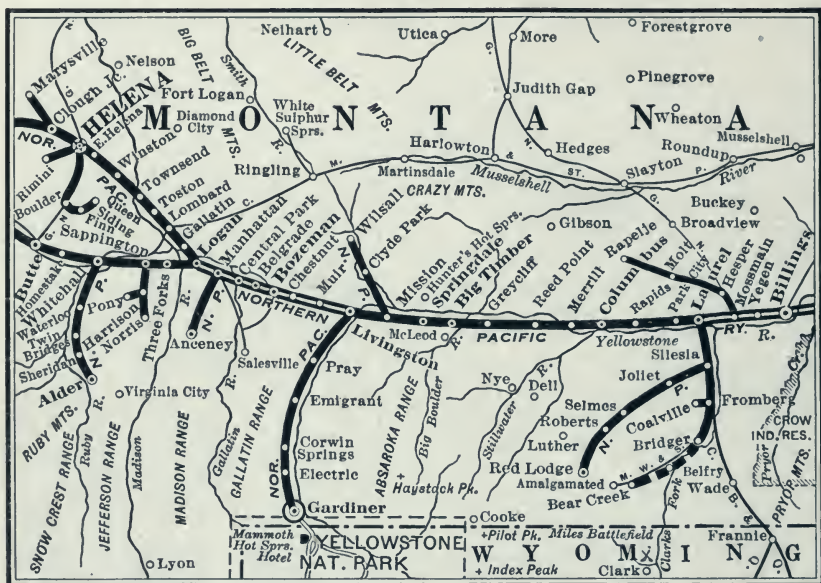
The Northern Pacific Railway has an imposing passenger station at Livingston for the accommodation of the extensive travel handled at this point during the park season.

About half way between Livingston and Gardiner on the eastern side of Paradise Valley, Emigrant Peak looms high above the landscape, flecked with snow banks and more or less screened and hidden by banks of clouds.

Irrigation and Dry Farming

Between Billings and Livingston, irrigation is found to be a prominent feature of the Yellowstone Valley. All the Yellowstone Valley

Along the Scenic Highway



towns heretofore named are centers of irrigation plants. In many of the tributary streams of the Yellowstone—the Tongue, Big Horn, Rosebud, Clark's Fork, etc.—there are very extensive areas under irrigation and these are constantly being augmented. Homesteaders and other homeseekers are rapidly taking up the available lands and experiencing the delights of farming where every farmer controls the matter of rainfall through irrigation.

In recent years so called "dry farming" has become a very important matter in North Dakota and Montana. This method of farming, where precipitation is small and irrigation is impracticable, is simple, easily understood, has proved, on the whole, successful, and under it a large area of land is rapidly being reclaimed from a desert state.

A dry land farm north of Billings took the first prize for alfalfa in the world competition at the New York Land Show in November, 1911.

In North Dakota and Montana between the Missouri River and the mountains, from thirty to fifty per cent of the area is available for "dry farming" and of this not more than ten per cent is occupied at the present time. A rare opportunity is presented of obtaining farms in this region at fair prices.

Crossing the Belt Range at Bozeman Tunnel

From Livingston westward the railway crosses the Belt range of the Rockies at Bozeman Tunnel, at an altitude of 5,592 feet above sea level. Passing the tunnel, which is 3,654 feet in length, the line runs through

Along the Scenic Highway

the wild and beautiful defile of Rocky Canyon, out into the broad and fertile valley of the Gallatin River.

Chestnut, just west of the tunnel, is a coal shipping station.

BOZEMAN

Population: 6,183—Altitude: 4,773 Feet

Bozeman lies in the heart of the Gallatin Valley, sheltered on the south by the high Gallatin Range while to the north looms the Bridger Range, both being parts of the main chain of the Rocky Mountains. The great mountain peaks, many of them bearing their hoary mantles



GARDINER GATEWAY the Original Entrance to YELLOWSTONE NATIONAL PARK is reached by the Northern Pacific Railway only.

Along the Scenic Highway



Gallatin River, Montana, and the Spanish Peaks.

of perpetual snow, are beautiful and impressive in the extreme. Sacagawea Peak is one of the highest peaks of the Bridger Range. It is named for the heroic Shoshone Indian "Birdwoman" who accompanied Lewis and Clark in 1804-6 and who pointed out the pass which Captain Clark used at this point in 1806 in crossing from the Gallatin to the Yellowstone Valley, and which is the one now traversed by the railway.

Bozeman is one of the oldest and most prosperous towns in Montana. It was first settled in 1864 by John M. Bozeman, a pioneer who, a few years afterward, was murdered by Indians, on the Yellowstone River below Livingston. Later, Fort Ellis, seen just before reaching Bozeman, was established for the protection of the settlers in the valley, but was abandoned in 1887.

The Montana State Agricultural College and Experiment Station is located at Bozeman.

In the mountains around Bozeman the scenery is exceptionally fine, especially is this true of the West Gallatin Canyon, about twenty-five miles from Bozeman. Here the tourist may hunt, fish, climb mountains and enjoy some of the most magnificent scenery to be found in this country, to his heart's content. For summer outings the locality excels and there are several permanent camps for tourists maintained. For special information regarding camps and camping apply to the Bozeman Chamber of Commerce.

Along the Scenic Highway

The Gallatin Valley produces the finest barley in the world and much of it, in the past, has been exported to Germany. Irrigation has done wonders for the Gallatin Valley, having made it one of the richest and best known agricultural sections of the entire west.

There are important cereal and flour interests, many elevators and warehouses, a pea canning factory, wholesale and jobbing houses, and a government fish hatchery.

The Gallatin Valley took the first prize in both the oats and barley competition, open to the entire country, at the New York Land Show, in November, 1911. The huge elevators and flour mills located at several points in this valley are a striking feature.

Belgrade, Central Park and Manhattan are located in the heart of the farming country in the Gallatin Valley. Near Manhattan are some of the largest barley farms in the world, and an extensive malting plant.

Large deposits of onyx have been discovered here.

The surrounding country produces an abundance and variety of crops; wheat, oats, barley, alfalfa, clover, timothy, with all the vegetables of the north temperate zone. Irrigation and dry farming are both carried on successfully.

The valley land has long been held in large ownerships but the large farms are now being gradually subdivided and sold to newcomers in smaller tracts.

LOGAN

Altitude: 4,114 Feet

Logan is the point where the main lines diverge, one via Helena, the other via Butte, coming together again at Garrison, across the mountains. Near by are the Three Forks of the Missouri River. Between Logan and Bozeman there is a double track, the new one being of lower grade and used by heavy eastbound freight trains.

Logan supplies large quantities of crushed rock for road building and all kinds of construction requiring rock, cement and sand.

When Lewis and Clark, slowly ascending the Missouri River in 1805, reached the "Three Forks" they were unable to decide which stream could in truth be considered the Missouri. They finally gave separate names to the streams calling one the Madison, another the Jefferson, and the third the Gallatin River. Later explorations showed that to the Jefferson might properly have been given the name of the main river, and the action of the explorers thus curtailed the Missouri of 300 miles of its rightful length by confining the name to that section lying below this junction.

The region about Logan and the Three Forks was formerly debatable and bloody ground among the Indian tribes and the early efforts of the whites to establish trading posts here proved disastrous failures.

After leaving Logan, the line, via Helena, runs through a pleasing gorge along the Missouri River, traversing a mining and ranch country, with distant mountains, the Belt Range, in sight. At Trident there are large deposits of raw Portland cement and a cement plant established

Along the Scenic Highway



"The Gates of the Rocky Mountains," on the Missouri River, North of Helena. Named by Lewis and Clark in 1805.

by the Three Forks Portland Cement Co. at an expenditure of \$1,500,000. The plant has a capacity of 1,800 barrels a day. They also take by mechanical means sand and gravel from the Missouri River, which is screened and then marketed. Passing travelers will note the large number of concrete dwellings, with flower and vegetable gardens which the company has built for their employes and rents at a very low figure. Trident is a neat, tidy town. In the Belt Mountains lies Confederate Gulch, noted in the early days of Montana for the wonderful and phenomenal richness of its placer diggings. More than \$10,000,000 of gold has been panned out of its sands.

HELENA

Population: 12,037—Altitude: 3,955 Feet

Helena, the capital of Montana—its main street tracing the wonderful gold bearing Last Chance Gulch, which during its life produced probably \$40,000,000—is a city strongly flavored with the romance of pioneer gold hunting and frontier days. It is now a fine residence city with a satisfactory and growing volume of commerce flowing through the usual channels and one finds it hard to reconcile its present quiet attractiveness with the tales of former vigilante days in Montana. Helena

Along the Scenic Highway

was at one time or another, the home of "X" Beidler, Col. W. F. Sanders, N. P. Langford, and others—Vigilantes, who were important factors in redeeming Montana from the reign of lawlessness and disorder which for a time held sway in the rough days of early settlement. Helena's initial history is of the thrilling sort. Helena was named in 1864 after the town of Helena, in Scott County, Minnesota. The original pronunciation of the word was Hel-e'na, not Hel'-ena as now given.

Helena has one of the most attractive private club houses in the west, The Montana, occupying a new and handsome building in the heart of the city. The Government Building and Postoffice is a fine structure surmounting a height adjacent to the business district.

The city has good hotels, churches, and a fine public library. The new Montana state capitol is an imposing structure located on a commanding site in the eastern part of the city, and its dome may be seen from many miles around. A fine new hotel costing several hundred thousand dollars, opened in 1913, is a strictly modern, fireproof structure and a credit to any city. The Broadwater Hotel has recently been reopened for Park to Park—Yellowstone to Glacier—tourist travel primarily, and Helena is well equipped in this line. The Broadwater natatorium, the largest one under cover and of national reputation, is in regular operation as in past years and is as popular as ever.

Helena is the center of an extensive mineral region and there is a large American Smelting and Refining Co. smelter at East Helena, passed just before Helena itself is reached.

Educational facilities are good and the city is the seat of the Montana Wesleyan University, a flourishing Methodist institution, also of Mt. St. Charles College for boys, a Catholic school.

Helena is a Northern Pacific division and district terminal.

North from Helena can be seen the "Bear's Tooth," a well known landmark, and near this peak and easily reached by wagon road from Helena are the "Gates of the Rocky Mountains," marking the limits of a fine canyon first seen and emphasized by Lewis and Clark in 1805. The canyon is several miles in length, the walls from 1,000 to 1,200 feet high, and it is well worth a visit. Before reaching the Gates of the Mountains, two dams constructed across the Missouri River form lakes Sewell, Hauser and Helena, or Prickly Pear. They form very attractive summer resorts.

Crossing the Main Rockies at Mullan Tunnel

Westward from Helena the main line of the Northern Pacific Railway climbs again into the heart of the mountains crossing the Main Range of the Rockies at Mullan Pass by means of a tunnel 3,875 feet in length at an altitude of 5,566 feet. Looking east from the line as it approaches the tunnel, one of the most picturesque regions in Montana lies spread out below. The forest covered mountain sides, broken here and there by lofty peaks or giant rocks, present an inspiring panorama.

Along the Scenic Highway



Butte, Montana. The Great Mining Camp of the World.

GARRISON

Altitude: 4,344 Feet

Garrison, on the Deer Lodge River, recently changed by the Government to the name Clark Fork River, being a continuation of the old stream of that name below Missoula, is the junction of the Helena line and the other division of the main line running by the way of Butte. It was named for Wm. Lloyd Garrison, the noted anti-slavery agitator before the civil war. A new and very attractive station has recently been erected at Garrison by the Northern Pacific.

Across the Mountains at Homestake Pass

There is perhaps no more really interesting short railway journey in the United States than the ascent of the eastern slope of the Main Range of the Rocky Mountains from Logan to the summit of the divide at Homestake Pass, 6,356 feet elevation, and down the western slope to Butte.

THREE FORKS

Population: 1,071—Altitude: 4,081 Feet

Three Forks lies on the Butte Main line just above the actual junction

Along the Scenic Highway

of the Three Forks of the Missouri from which fact comes its name. It is attractively located in the wide level valley and in recent years has made a rapid growth and is prospering.

This is historic ground. Lewis and Clark were here in 1805-6; the Indian woman with them had been captured here by her enemies and carried eastward; one of the earliest fur trading posts in the mountains was built here, and abandoned because of the hostile Blackfeet Indians; it is the scene of some of the hair raising exploits of John Colter, the first white man to see any part of the Yellowstone Park country. In 1914 the Montana Daughters of the American Revolution set up a huge boulder here with a properly inscribed bronze plate, in honor of Sacagawea, the Indian Bird-woman with Lewis and Clark.

SAPPINGTON

Altitude: 4,205 Feet

Sappington, on the Jefferson River, and passed en route, is the junction with a branch line running south to Pony and Norris. From Norris one may easily find his way by auto to Ennis, or some other point on the Madison River, where the fishing for trout, whitefish and grayling will satisfy the inclination and hopes of the seeker after such pleasurable occupations. The Madison Valley is a beautiful region and hotel accommodations are good.

Near Sappington, at Lime Spur, the mammoth limestone caves, formerly known as the Shoshone caverns, high up in the mountains, are located. At present they can be explored only after a climb up the mountain, but those who do this will be repaid for the effort. The full extent of these caverns is, probably, not yet known. They belong to the U. S. Government and have been set aside as the Lewis and Clark National Monument, named after Lewis and Clark.

WHITEHALL

Population: 629—Altitude: 4,371 Feet

At Whitehall, another branch line diverges to Twin Bridges and thence to Alder in the Ruby Valley. Alder is the terminal station for, and is but a few miles from, Alder Gulch and Virginia City, noted in the history of Montana for their remarkable yield of placer gold, particularly in 1863—the year of discovery—and the years immediately following. At least \$60,000,000 has been produced from the rich gravels and they are still producing. In this valley, a few miles above Twin Bridges, is the Beaverhead Rock of Lewis and Clark, now generally called the Point of Rocks.

Beyond Pipestone Springs the main line plunges into the very heart of the wild Rocky Mountain country—a country “standing on edge.” Winding around great shoulders of granite and peaks of toothed rocks, the line gradually mounts the tremendous grade, penetrating, meanwhile, into wilder and wilder scenes, until the bands of steel which mark the tracks seem almost lost in the maze of frowning cliffs, rocky spires, and

Along the Scenic Highway

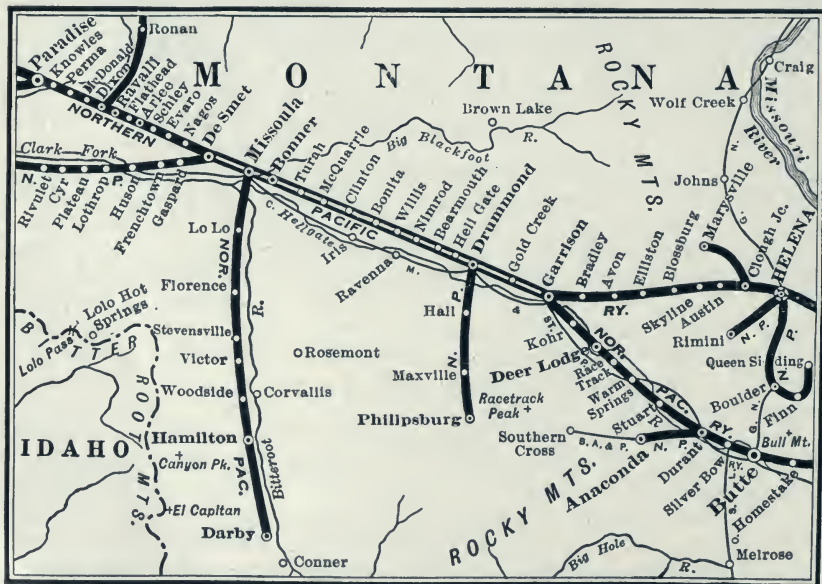
boulders massed on the mountain sides. After a long climb the summit of the grade is finally reached at Homestake Tunnel, from which point the railway begins the descent into the tunnel and peaceful Summit Valley, where lies Butte.

From many points before reaching Homestake, as the train mounts higher and higher the railway may be seen lying along the mountain sides at different levels, and the traveler is able to gain an excellent idea of the tortuous windings necessary before this vast mountain wall yielded to the construction of a great transcontinental railway. The descent affords many striking views. The North Coast Limited train crosses these mountains both westbound and eastbound in the morning, and the valley, with Butte on the hillside in the distance, makes an impressive picture.

BUTTE

Population: 41,611—Altitude: 5,596 Feet

Butte is unique among the cities of the world. It takes its name from a large isolated butte in the western part of the city. Possessing all the untold wealth of its tremendous copper deposits, with thousands of well paid miners, with a large and growing trade in commercial lines, it is an odd and interesting combination of frontier mining camp and modern city, manufacturing point and well kept residential center. It is a city of glaring, violent contrasts, where money seems quite the easiest of all things to obtain, where men work furiously and spend the proceeds of their labor with open hand, where the finer instincts of



Along the Scenic Highway

modern city life struggle constantly with the old order of things, and where the mining camp and twentieth century municipality have been mixed into one rugged and gnarled mass, but have not yet quite blended. Butte boasts, with reason, that it is the greatest mining camp in the world, and may, with equal reason, boast of its achievements as a modern city. It has a fine library—70,000 volumes— and Columbia Gardens, in the suburbs, is a most interesting park, owned by private interests. Butte possesses good hotels and business blocks, paved streets, and all the usual improvements found in older cities, and almost under the shadow of the tall smoke stacks of her great mines stand homes in which the comforts and luxuries of life have been wrought out to their finest manifestations. The mines of Butte top her every hill and are indicated by the great gallows frames and smoke stacks piercing the sky line and marking where in the depths of the earth the marvelously rich copper veins lie. Day and night, without cessation, the year around, the miners delve and toil in these shafts and cross cuts, sending ton after ton of the valuable gray ore to the surface to be quickly transferred to the smelters and there reduced to merchantable metal. The Butte mines produce annually more than 300,000,000 pounds of copper, 250,000,000 pounds of zinc concentrates, and in 1920, 126,000,000 pounds of manganese ore. It produced 30 per cent of the copper mined in the United States. The State School of Mines is at Butte.

The small stream known at Butte as the Silver Bow River is followed by the railway and soon becomes the Clark Fork of the Columbia and flows into Lake Pend Oreille, in Idaho, thence into the Columbia River.

F r o m B u t t e t o M i s s o u l a

Westward, the railway, leaving Butte, by way of the Silver Bow Canyon, soon emerges into the Deer Lodge Valley and follows the Clark Fork River.

ANACONDA

Population: 11,668—Altitude: 5,331 Feet

Anaconda is the great smelter city of Montana and reduces about seventy-five per cent of the ores brought to the surface at Butte. Here are located the great Washoe smelters and refining works of the Amalgamated Copper Company, the largest in the world. They were built at a cost of \$12,000,000. Three thousand or more men work in the smelters and other thousands are employed in the machine and repair shops and in the related industries and the other enterprises of which the city and Butte boasts. There is produced monthly by the Anaconda company 400 tons of arsenic, 900 tons of sulphur-phosphate and 200 tons a day of sulphuric acid.

Anaconda has a fine hotel, many nice residences, and is a good type of a western home city. An imposing library building presented to it by Mrs. Phoebe A. Hearst, forms one of its more prominent features.

Along the Scenic Highway



The Beautiful Flathead Lake Country in Montana is Just Acquiring Deserved Prominence.

The city is located on the Northern Pacific spur line, also on the Butte, Anaconda & Pacific Railway, is easily reached from Butte, and is certainly worth visiting to see its wonderful smelters. The new and very high smelter stack is visible from the train.

DEER LODGE

Population: 3,780—Altitude: 4,530 Feet

The town of Deer Lodge is the most important direct main line point between Butte and Garrison. At Warm Springs the Montana State Hospital for the Insane, with unusually beautiful grounds, may be seen, and at Galen, just beyond Warm Springs, is the State Tuberculosis Sanatorium. These state institutions are being constructed and arranged so as to add contentment, happiness, comfort, etc., to the inmates forced to be there. Note, from the train, the grounds with their flowers, dairy herds, etc. Deer Lodge is the location of the Montana State Penitentiary, the buildings of which are seen to the right of the railway. Just before reaching Deer Lodge, to the west and near the track, may be seen a large hot spring cone in shape similar to an Indian lodge, from which the valley and town took their name. Along the tracks, as the train enters Deer Lodge, may be seen during the summer, the beautiful Bitter Root flower which grows in many parts of Montana and is the State flower. The plant clings close to the ground and puts forth a beautiful

Along the Scenic Highway

bloom, a single flower, similar in size to the rose and varying in shade from a deep blood red to the finer shades of pink.

At Garrison, the main line from Logan via Helena rejoins the main line through Butte and the railway plunges again into mountain canyons. Between Garrison and Missoula the road is double-tracked, automatic block signal protected, well ballasted and as fine a piece of railroad as is to be found in the country.

After leaving Garrison there are many beautiful views of mountain scenery. On the left hand may be seen the snow capped peak of Mount Powell. The railway follows the Clark Fork River and Valley which, narrowing, forms Hell Gate Canyon. The canyon varies much in width, with high, rugged mountains on either side. The scenery at points is of a decidedly wild cast and rivets the attention of travelers. In the early days it was the main Indian thoroughfare between the Bitter Root Valley region and the country east of the mountains, and later, also, the stage route between the same sections.

Gold Creek, the railway station, is located not far from the old mining town of Pioneer where placer mining is still carried on. The first gold in Montana was discovered in 1852 on Gold Creek. Between Garrison and Gold Creek is the point where the two sections of the Northern Pacific, advancing from the east and from the west, were joined in September, 1883, marking the completion of the transcontinental route and a second great steel highway from the Mississippi to the tide waters of the Pacific. The *first iron spike* driven, near Duluth, when construction of the Northern Pacific Railway was commenced, in the winter of 1870, had been preserved and was the *last spike* driven to complete the transcontinental line. It was hammered home by President Henry Villard, in the presence of hundreds of distinguished men, including ex-President Grant, from all parts of the United States and Europe. It was the culmination of a magnificent project and an hour of supreme achievement. President Villard, a man with an exceedingly interesting career, died a few years since after seeing the country for which he had done so much, fulfill to a large degree the prophecies he long before had made for it.

DRUMMOND

Altitude: 3,967 Feet

At Drummond a branch line runs south to Philipsburg, a mining town, and it was at Philipsburg that manganese was found in quantities sufficient for the manufacture of guns to carry on the World War. In this region some of the earliest silver mining in Montana was carried on in the 60's. Valuable phosphate deposits exist in the vicinity of Philipsburg and also near Elliston and Garrison on the main line.

BONNER

Altitude: 3,321 Feet

Bonner is situated at the junction of the Clark Fork—until recently

Along the Scenic Highway



"The North Coast Limited" at Missoula, Mont.

called the Hell Gate—and Big' Blackfoot rivers. It is an industrial center. There is, here, a sawmill of the Anaconda Copper Mining Company with a capacity of 250,000 feet of lumber a day; ex-Senator W. A. Clark has another mill that rips out 100,000 feet per day and the Polleys Lumber Company has a mill with a capacity of 100,000 feet. Mr. Clark likewise has an electric plant of 5,000 horsepower which furnishes power for electric lights at Missoula, the operation of Northern Pacific shops at Missoula, as well as power for an electric line from Missoula to Hamilton and serving also the small towns through the Bitter Root Valley with light and power. This plant also furnishes power for a street car line covering the city of Missoula and for a suburban line of six miles, Missoula to Bonner.

The Hell Gate Canyon, in this vicinity, is of imposing dimensions and appearance. There is also much agricultural land and many fine ranches along the river bottom.

MISSOULA

Population: 12,668—Altitude: 3,223 Feet

Missoula, lying in an extensive and beautiful basin entirely hemmed in by fine subsidiary mountain ranges of the Rockies, is one of the most

Along the Scenic Highway



A Panoramic View of the Bitter Root Valley, Mont. A Vale of Plenitude.

attractive cities of Montana and guards the western approach to Hell Gate Canyon. It is a Northern Pacific division headquarters and the division staff have their offices in the attractive passenger station at this point. The city lies on the banks of Rattlesnake Creek and what has been called in the past, both Hell Gate and Missoula River. The government, as previously stated, has recently applied the name of Clark Fork to the entire stream from near Butte to Lake Pend Oreille and the Columbia. The city is a few miles above the junction of the Clark Fork with the Bitter Root River. Its outskirts stretch well away towards the mountains and contain many beautiful suburban homes.

Missoula is a city of much commercial importance and has a very extensive trade with Western Montana and Eastern Idaho. The business section of the city is well built up, of substantial stone and brick structures, on wide streets.

Within its roomy domain are a sawmill, flour mill and a sash and door factory. Lying almost within the city limits are many fine fruit orchards, the products of irrigation and bearing heavy crops. Four miles distant, on the Bitter Root River and well sheltered by the mountains, lies Fort Missoula, one of the two or three most attractive military posts in the country and an interesting point for the tourist to visit. It has recently been very much improved at a heavy expenditure.

Missoula is the diverging point of the Bitter Root branch which, extending to the south, taps one of the very finest and most valuable agricultural districts in Montana, or the entire west. It is also, virtually, the point where the new main line via St. Regis and into the great Coeur d'Alene mining district tributary to Wallace, Burke, and Wardner makes connection with the old main line, the actual diverging point being De Smet. The Coeur d'Alene region ranks as one of the richest and most productive silver mining camps in the country. It lies in the heart of the Coeur d'Alene Range, 135 miles from Missoula.

From Iron Mountain and De Borgia, on the Coeur d'Alene line, some of the finest trout fishing in the wildest mountain regions of the West may be found. From Iron Mountain a good trail leads across the mountains to nice camping grounds on the Clearwater River, distant twenty-seven miles. From De Borgia a good trail, also, leads to a region of good camping grounds on the St. Joe River, where trout and salmon

Along the Scenic Highway

fishing are found. On this trail cabins are located for necessary use. The fishing here referred to is exceptional and outfitting may be arranged at either point named.

From Missoula, the region northward and east of the Mission Range, forms a wonderful hunting, camping and fishing country. It is reached from Drummond or Missoula via Ovando by pack train.

The Bitter Root Mountains and Lolo Peak, to the south of the city, form a beautiful landscape. Here is another fine fishing and hunting region.

Missoula is the seat of the Montana State University, a young but rapidly growing institution that has already made its mark, and here also is located one of the very fine hospitals maintained by the employes of the railway company through the Northern Pacific Beneficial Association.

The Bitter Root Valley

The Bitter Root Valley, at the foot of which Missoula lies, is not only one of the richest and most beautiful of western valleys, but it is one of the most interesting historically. Lewis and Clark traversed the valley in 1805-6 and some of their greatest hardships were encountered in crossing the Bitter Root Mountains. The point where their trail turned into the range is less than twelve miles above Missoula. On the return in 1806, Lewis with a detached party crossed the ground whereon part of Missoula now stands, and followed the route of the railway up the Hell Gate Canyon and the Big Blackfoot River and across the mountains to where Great Falls now is an important city.

It was but twenty-eight miles up this valley, at Stevensville, that the renowned Father De Smet established his first mission to the Salish, or Flathead Indians, in 1841. St. Mary's Mission it was called and the old church still stands and is used at remote intervals. The Indians however, were removed many years ago to the Jocko and Flathead valleys across the mountains to the north.

The first sawmill and the first grist mill in Montana were constructed at St. Mary's Mission.

HAMILTON

Population: 1,700—Altitude: 3,583 Feet

Nearly fifty miles up the valley, at Hamilton, were the former headquarters of the late Marcus Daly's very large ranch and stock farm. Here too, one of the best tourist hotels in the West, The Ravalli, built by Mr. Daly, was formerly kept open the year around. Now, Mr. Daly has passed away, his great stock farm is a thing of the past, save as a magnificent private farm, and the Ravalli has burned. Truly, as Tennyson says, "All things human change."

The Bitter Root Valley has acquired a wide reputation for the excellence of the fruit, particularly the McIntosh Red Apple, and the

Along the Scenic Highway



A Model Ranch and Alfalfa Field in the Bitter Root Valley, Montana.

vegetable products raised by irrigation within its borders. In crop, poultry, etc., yields the valley is known as a \$2,000,000 a year valley. Large irrigation enterprises are centered here. In any investigation of farming or fruit culture this valley should certainly be included as its advantages are manifold. Climate, soil, altitude, abundance of water, timber and grasses, grazing conditions, dairying excellencies, all combine to make it an ideal valley. There are 1,200 square miles of U. S. Forest Reserve pastures in the mountains, free from poisonous plants and adjacent to the valley. Bees are an extremely profitable source of income.

Through the Coriaca Defile

DE SMET

Altitude: 3,237 Feet

De Smet, a junction just beyond Missoula, was named for Father De Smet, the noted Catholic Missionary. Here the main line divides, the old line continuing across the Mission Range. A line from St. Regis to Paradise, in conjunction with a part of the old Coeur d'Alene branch, now forms a new main line down the Clark Fork River to Paradise on the original main line at the confluence of the Flathead and the Clark Fork rivers. This new line avoids the climb over the mountains and at the same time opens up a new and very fine scenic line through the Coeur d'Alene Range of the Rockies. Beyond St. Regis a branch line

Along the Scenic Highway

continues to Wallace and the Coeur d'Alene mining country, as previously noted.

It was along the St. Regis route that Lieut. John Mullan, of Governor Stevens' Northern Pacific Exploration, in 1859-62 constructed his well known wagon road from Walla Walla, Wash., to Fort Benton, Mont. From Missoula it followed the Clark Fork—Hell Gate—and Little Blackfoot rivers to Mullan Pass and thence north to destination.

West of Missoula the Northern Pacific main line again, and for the last time, climbs the Rockies, and passes over a low divide of the Mission Range at Evaro amid beautiful mountain scenes. Fourteen miles from Missoula the line enters the Coriakan defile after crossing the Marent gulch on a steel trestle 856 feet in length, the center span of which is 226 feet above the creek. This locality has been the scene of many a fierce Indian conflict. Hell Gate Canyon to the east, and the Coriakan defile, if they could talk, could tell thrilling tales of ambushes, night attacks, and battles, between the Flathead and Blackfeet Indians in the early days. Before the whites came, the murderous Blackfeet ambushed and massacred Chief Coriakan and a party of the Flatheads in the defile which now bears his name. The triumphant Blackfeet retreated with rich booty and many scalps, only to meet a like fate a few years later at the same spot when a war party was ambushed and wiped out by Flathead braves who thus avenged the death of the old chief.

ARLEE

Altitude: 3,094 Feet

Arlee, the Indian for "Henry," named in honor of a chief of the Flatheads, now dead, lies on the railway near the Flathead reservation. When about half way between Evaro and Arlee the old agency buildings, about five miles distant, may be seen at the foot of the Mission Range.

The Flatheads, or properly, Salish, Indians, have from earliest time been known as the firm friends of the whites. The term Flathead is a mistake as applied to this tribe who were never guilty of the practice from which the name sprang.

Besides Flatheads, there are Kootenai, Pend Oreille, and Kalispell Indians on the reservation. These Indians are advanced in grazing and agricultural pursuits and are quite well off.

RAVALLI

Altitude: 2,714 Feet

Ravalli takes its name from Father Ravalli, a brave priest, who labored among the Flatheads and allied tribes for forty years and went to his rest in 1884, loved and revered by Indians and whites. St. Ignatius Mission, six miles from the station, is the oldest Catholic Mission to the Indians in the northern Rocky Mountain region with the single exception of St. Mary's Mission in the Bitter Root Valley. It was established in 1854 and is a most interesting spot to visit. It lies at the base of the Mission Range, an unusually fine sub range of the Rockies. A large number of Indian children attend the Mission school. These

Along the Scenic Highway



Lake McDonald and Mission Range, Flathead Lake Country, Montana.

are taught and cared for not only by the Fathers, but by Sisters of Providence and Ursuline Nuns.

This is a part of the former Flathead reservation, containing about 1,425,000 acres, the surplus lands of which, after the allotments made to the Indians, were thrown open to settlement in 1909. The lands are rich and fertile, well drained, and large grain and fruit crops are raised on the many fine ranch homes now occupied by white settlers.

The Government is working out, on the old reservation, another important reclamation project.

To the north lie Polson, Flathead Lake and the Kalispell country and during the summer stages and autos make regular trips between Ravalli and the lake.

Ravalli is the point where the American Bison Society has established the Montana National Bison Range for the preservation of the great American Buffalo, or Bison, few of which are now to be found. The nucleus herd was placed on the range in 1909 and now numbers 340 very fine bison. Other wild animals will also be established on the reserve, and there are already a few elk and antelopes there.

This bison range consists of more than eighteen thousand acres and passengers on the Northern Pacific Railway may, between Ravalli and Dixon, see it from the train. The southeastern corner of the range is

Along the Scenic Highway

right at Ravalli, within five minutes' walk of the railway station, and the railway follows the southern line of the bison reservation.

DIXON

Altitude: 2,531 Feet

The railway follows the beautiful valley of the Jocko River to its confluence with the Flathead River, at Dixon, and thence follows the Flathead to its junction with the Clark Fork River. The united streams, the Clark Fork of the Columbia River, mark a river and canyon valley of very great beauty, stretching westward to the large and beautiful body of water known as Lake Pend Oreille.

In 1918 the Northern Pacific completed a branch line, from Dixon, on the main line, north to Polson on the south shore of Flathead Lake. This branch line opens up to public visitation and use the wonderful, healthful, and prolific Flathead Valley. Connection by train is made at Polson with steamers on the Flathead Lake, which in turn connect with Great Northern trains at Somers. This constitutes a new^{est} and most attractive Park to Park route from Yellowstone to Glacier Park, or the reverse, through a region replete with surprises and scenic beauties beyond compare. Near Dixon is the Flathead Indian Agency. A good highway extends from Dixon to Ronan on the Park to Park highway, from Ravalli northward.

The Flathead River was formerly one of the many trade routes of the Hudson's Bay Company.

At Perma, on the main line, a wagon bridge has been built across the Flathead River. The Camas Prairie and the Little Bitter Root valleys to the north can now be reached by automobile from Perma. Camas Prairie is distant eight miles and Hot Springs, in the Little Bitter Root Valley, twenty miles. The Hot Springs are owned by the United States Government and are considered, from a medical standpoint, the equal of any in the United States.

PARADISE

Altitude: 2,499 Feet

Paradise is the junction of the two main lines from Missoula, one across the mountain through the Coriakan defile and down the Jocko and Flathead rivers, and the other line recently constructed down the Clark Fork River, formerly known as the Missoula, and again, the Hell Gate River.

Time changes here from Mountain time to Pacific time, one hour earlier. Paradise is a district terminal.

Here is located another tie treating plant similar to the one at Brainerd, Minnesota. It cost \$125,000 and has a capacity of 1,000,000 ties a year.

The valley from Paradise for many miles to the west is a level, beautiful mountain-girt valley, having a mild climate and, with irrigation, raising about all that one needs from an agricultural point of view.

Along the Scenic Highway

PLAINS

Population: 452—Altitude: 2,482 Feet

Plains is a thriving town which has grown rapidly during recent years. From Plains a stage ride of ten miles takes the tourist to Paradise Hot Springs. The Plains Valley with Paradise Valley lying just to the east of Horse Plains, as Plains and the valley were formerly called, were favorite wintering grounds for the Indians and their horses in the early days before the white man came into the country.

Adjacent to Plains are rich agricultural lands which produce luscious apples, strawberries, and other fruits and yield heavy crops of cereals. The climate is mild and healthful.

THOMPSON FALLS

Population: 508—Altitude: 2,462 Feet

Thompson Falls is another point of importance in the Clark Fork Valley, the principal industries of which are mining and lumbering. There is very fine water power here. The Montana Power Co. has a 50,000 horsepower plant here visible from the trains. The town was named after David Thompson, a prominent British explorer and geographer who was in this region and discovered the falls in 1809.

This is the county seat of the county of Sanders.

There is much good agricultural land in the vicinity of Thompson Falls, and this, with the almost unlimited water power and the extensive timber lands, is bound to develop a sturdy and prosperous young city in the near future. There are a good hotel, court house, school house, and other buildings.

Near Cabinet the Clark Fork River suddenly becomes compressed within narrow, fluted rock walls 100 or 150 feet high, forming a very enlivening and picturesque scene easily viewed from the cars and known as Cabinet Gorge. The Montana-Idaho line has now been crossed into Idaho.

Here the mountains—the Coeur d'Alenes to the south and the Cabinet range to the north—come close together, making a combination very effective.

At the eastern extremity of Lake Pend Oreille and at the mouth of the Clark Fork River is the town of Clark's Fork.

It is an enterprising little place, with electric lighted streets, fire department, weekly paper, churches, hotel, and the usual complement of stores. It is in the heart of an excellent hunting and fishing section.

The Government Forest Service recently constructed what is known as the "Clark Saddle Cut Off Trail" from Clark's Fork, 15 to 20 miles south, to the headwaters of the North Fork of the Coeur d'Alene River, in order to gain access to their camp on Deep Creek. This trail encounters mountain streams which abound with mountain and rainbow trout, and there are plenty of deer, also some bear and mountain goats. The scenery along the trail is unusually beautiful—at one point, about three miles from Clark's Fork, a view of Lake Pend Oreille is gained which is so remarkably picturesque, it is the opinion of competent judges that the scenery thereabout is not to be surpassed anywhere.

Along the Scenic Highway



HOPE

Population: 160—Altitude: 2,087 Feet

Hope is a picturesque town at the head of Lake Pend Oreille, one of the finest bodies of water in the entire Rocky Mountain country. This great lake is fifty-five miles in length and varies in width from two to fifteen miles. The blue waters of the lake fill what was once a very deep mountain depression extending north and south in its general direction, but with a long arm at the north, extending many miles to the west. At one point soundings have been made to the depth of 4,000 feet without finding bottom. Rising from the water's edge on all sides are magnificent mountains, black with forest. Back from the lake on the east, west, and south are other ranges of mountains rising tier upon tier, while the north end is also hemmed in by an exceedingly broken and rugged country and among these ranges there are many mining districts.

Hope is built on the sides of a mountain so steep that its streets occupy levels 300 feet above or below each other. At this point the old mining trails and the old fur trade route to the Kootenai River country began.

The first cabin in the present state of Idaho, built by a white man, was on Lake Pend Oreille near the mouth of the Clark Fork River. David Thompson of the Northwest Fur Co. constructed it in 1806. He built a fur company post on the lake and called it Kullyspell, from which comes the present name Kalispell.

KOOTENAI

Population: 245—Altitude: 2,129 Feet

Kootenai and Sand Point, also on the shores of Lake Pend Oreille, have become points of considerable and growing importance because of the lumber industry and the big mills centered there. At Kootenai, just east of Sand Point and a district terminal, there is a roundhouse, coal sheds, water tank, etc.

Along the Scenic Highway



A Home on Flathead Lake. One of Montana's Garden Spots.

SAND POINT

Population: 2,876—Altitude: 2,096 Feet

At Sand Point the lines of the Great Northern and the Spokane International railways give access to the Kootenai Valley and country to the north. Just beyond Sand Point the Northern Pacific crosses the lake upon an immense steel and concrete viaduct which is one of the finest in the world. It is 4,769 feet—nine-tenths of a mile—in length, with a draw span for the passage of boats. The road from here to Spokane passes through an exceedingly picturesque and mountainous region. At one point, at the north of the track, Cocolalla Lake forms an attractive picture. The cleared lands are valuable for fruit and general crops and are rapidly being thus utilized.

RATHDRUM

Population: 509—Altitude: 2,212 Feet

Rathdrum is located on the verge of the great Spokane Plain. Its tributary country contains much excellent timber and some very rich agricultural and fruit land and provides a good range for live stock. Reached from here by a short drive is Hayden Lake, one of the most beautiful and finely appointed mountain summer resorts in the Northwest and now a very prominent one and much frequented by Spokane residents and other people.

The Coeur d'Alene Mining Region

HAUSER JUNCTION

Altitude: 2,140 Feet

Hauser Junction lies close to the boundary line between Idaho and Washington and marks the junction of the Spokane-Coeur d'Alene Lake

Along the Scenic Highway



Photo by Asahel Curtis.

Lake Pend Oreille, One of Idaho's Most Attractive Resorts—For Hunting, Fishing or Rest.

branch for Coeur d'Alene City and Lake Coeur d'Alene, with the Northern Pacific main line. Passenger and freight service is maintained in connection with the steamers over Lake Coeur d'Alene to Harrison, Idaho, and to points on the shadowy Saint Joe River. From Harrison to Wallace via the O.-W. R. R. & N. Co. line, thence via the Northern Pacific to its new main line at St. Regis and on to De Smet and Missoula, Mont., this service is continued.

Post Falls, the oldest town in the county, is a growing town located at the falls of the Spokane River and has immense water power at its door, only partly developed.

COEUR D'ALENE

Population: 6,447—Altitude: 2,163 Feet

Coeur d'Alene city is a very attractive place on Coeur d'Alene Lake, at the terminus of the branch line of the Northern Pacific from Hauser. It is the county seat of Kootenai County, has a large lumber business, is at the foot of navigation on Coeur d'Alene Lake and is the center of influence in this region. It is a well built city, has a good hotel, and is growing. This entire section is a great summer resort and outing spot.

Along the Scenic Highway

Lake Coeur d'Alene is a large and beautiful body of water and the source of Spokane River. Lake and river steamers here connect with the railway for points on the lake and the shadowy St. Joe River, one of the most fascinating streams in the United States. A trip on this river is one of many scenic delights. On this lake are the summer homes of many who reside in Spokane and other cities of Idaho and Washington.

North of Coeur d'Alene city lies Hayden Lake, another extremely beautiful lake, reached by trolley from Spokane and Coeur d'Alene City. It is a gem, with a fine hotel, cottages, golf links, fishing etc.

The usual varieties of fish are plentiful in these lakes and rivers.

Wallace, Wardner, Burke, Gem, Mullan, Murray, Kellogg, Harrison, towns of the Coeur d'Alene mining region are reached from Spokane by the branch line from Hauser, the lake steamers, etc., and also directly from Missoula via the Coeur d'Alene branch of the Northern Pacific. These mining towns are noted for their uniformity and regularity of production. They add in the neighborhood of \$20,000,000 annually to the commerce of the world. The towns named, except Harrison, are clustered deep among the Coeur d'Alene Mountains and are typical and advanced mining towns. Harrison is a prosperous lumber town on Lake Coeur d'Alene, at the mouth of the Coeur d'Alene River.

At Kellogg one of the big smelters of the country is found. The Bunker Hill and Sullivan Mining and Concentrating Company is a "self-contained" proposition where mining, concentrating, smelting, refining and the marketing of silver-lead ores and bullion are carried on under one management and plant. The smelter has been in continuous operation since July, 1917. It is an instance of progressive Northwestern mining. Note the illustration under chapter heading "Idaho."



No Racing Blood in Them But They Are "On The Job" All the Time.
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Along the Scenic Highway



The Prosperous Spokane Valley

SPOKANE

Population: 104,437—Altitude: 1,933 Feet

From Hauser Junction to Spokane, Washington, the main line runs through an interesting country, a wide, extensive, and rich plain in which irrigation is abundantly showing its transforming influences.

In the interests of economy and practical usefulness and the maximum of dry land irrigation, a system of irrigation is now being worked out to unite all the irrigation projects in the valley into one comprehensive reclamation system.

Commanding a trade which extends from the Rocky Mountains on the east to the Cascade Range on the west and which includes practically all of Northern Idaho, Eastern and Northern Washington, and much of Eastern Oregon, Spokane is a commercial, railway, and industrial center of the first importance. It is a great railway center, the Great Northern, the Oregon-Washington Railroad & Navigation Co., the Spokane International, the Inland Empire Electric System, the Chicago, Milwaukee & St. Paul, the Spokane, Portland & Seattle, and the Northern Pacific railways, radiating to the north, south, east, and west, like the spokes of a wheel. It is a division headquarters for the Northern Pacific. In recent years the railways have spent millions of dollars in improvements.

The city has enjoyed an interesting history and a marvelous growth. It is a splendidly built city of fine business blocks and streets, enjoying an unusual strategic position with reference to trade and commercial influence, and a location to which nature has contributed many advantages. The Spokane River, running through the center of the city, tumbles over great ledges of rock and forms Spokane Falls. Between

Along the Scenic Highway



The Heart of Spokane, Wash.

Post Falls and Long Lake the water power available amounts to 400,000 horse power, and the river provides power for the electric lights and street railways of the city and also for use in the Coeur d'Alene mines sixty miles distant. Spokane not only has many palatial residences, but few cities have so many attractive homes belonging to the mod-

Along the Scenic Highway

erately well-to-do. Green lawns and beautiful flower beds are seen everywhere and the bright and cozy cottages leave very pleasant and lasting impressions upon visitors. In the large grounds of the more costly residences natural lava ledges and knolls have been used for purposes of adornment with happy effect.

Spokane is the financial mining center of the Pacific Northwest. The gold, silver, and lead mines of the Coeur d'Alene, Republic, and other mining camps in the surrounding and tributary region have a heavy annual output of precious metals. The city is likewise surrounded by vast areas of rich agricultural land producing annually nearly 90,000,000 bushels of wheat and other grain yields in proportion, all the temperate zone fruits, the latter in rapidly increasing quantities which find a ready and profitable market in the mining camps, in eastern cities, and in exportation. Prominent among these agricultural districts are the Big Bend, Palouse, Lewiston-Clarkston, Clearwater, Walla Walla, and Colville valleys, unsurpassed in climate and fertility in the west, the Northern Pacific having branch lines into each section.

Spokane has fine churches and hotels, splendid and widely known cafes, good theatres and numerous and attractive parks.

Spokane in early times figures as a trading post for many of the Indian tribes that roamed the plains and mountains of Eastern Washington.

Fort Wright, one of the later and more modern military posts of the government, is in the outskirts of the city, most attractively located on the banks of the Spokane River.

There are many beautiful summer outing spots within easy reach of Spokane. Besides Lake Pend Oreille, Lake Coeur d'Alene and Hayden Lake, already referred to, Newman, Liberty, Spirit, and Loon Lakes are popular places of this nature. Most of these outing spots are reached either by steam or trolley railways, or both, and the majority of them, particularly Hayden and Coeur d'Alene lakes, are much above the average Western lake resort. At Hayden Lake there are fine golf links.

Spokane is a splendid point from which to make fishing and hunting trips. The lakes before named abound in bass and other fish, the mountain streams in trout, and big game is found in the mountains. The region is a vacationist's ideal.

The Big Bend Country—Washington

The Big Bend country lies west of Spokane and east of the Columbia River. Large crops of wheat are raised here as yet without irrigation. The usual vegetables are also grown and live stock and fruit are important items of wealth. From points on the Washington Central branch of the Northern Pacific—Davenport, Wilbur, Almira, Coulee City, Adrian and others, all prosperous towns and in a rich dry farming

Along the Scenic Highway



Photo by Asahel Curtis.

Bonanza Farm Harvesting in the Big Bend Country, Washington—Well Worth Seeing.

country—the former Colville Reservation lands—the Chelan and Okanogan regions are reached.

The legislature of Idaho has conceded to the State of Washington the use of the great surplus of water from Lake Pend Oreille with which to irrigate one and three-quarter million acres of the arid lands lying to the west and north of Spokane, known as the "Big Bend Country." In furtherance of this plan Washington has appropriated and spent \$100,000 in surveys to the end that the reclamation of this vast area of promise, known as the Columbia River Basin, may be intelligently and scientifically irrigated.

Medical Lake, on the Northern Pacific's Washington Central branch, is a lake the waters of which are of proved medicinal value for bathing purposes.

Reached from Adrian, the terminus of the Washington Central branch of the Northern Pacific, is Soap Lake, also well known throughout the state for the medicinal benefits derived from its waters.

Along the Scenic Highway



The State College of Washington at Pullman.

The Palouse and Clearwater Country *Washington—Idaho*

MARSHALL, WASH.

Altitude: 2,137 Feet

At Marshall the Palouse branch line leaves the main line for Pullman, Moscow, and Lewiston-Clarkston, passing through the rich Palouse country. A line also extends up the Clearwater Valley to Kamiah, Kooskia and Stites, with another from Joseph and Culdesac to Craigmont, Cottonwood and Grangeville.

The Palouse country, heretofore known principally as a grain country, has of late years been rapidly increasing its area of orchards and its crops of hay, beans and peas. It is a very rich agricultural region, rolling and picturesque. It is dotted with growing towns and cities.

ROSALIA, WASH.

Population: 714—Altitude: 2,226 Feet

Rosalia, one of these towns, is an incorporated town, has macadamized streets, electricity, artesian well water, and ships nearly 2,000,000 bushels of grain annually.

It is well supplied with schools, churches, papers, fire department, a creamery, grain warehouses, mills and shops, and the usual appurtenances of a growing and progressive Western town.

The richness of the surrounding farming country affords a solid foundation for substantial and continued prosperity and progress.

Along the Scenic Highway

OAKESDALE, WASH.

Population: 816—Altitude: 2,467 Feet

Oakesdale, an incorporated town, has all the appurtenances of a modern town, including many grain warehouses, and is thriving in all ways.

Like most towns in the Palouse country it is abundantly supplied with water works, fire department, electric light streets, churches, schools, lumber yards and stores. The certainty of crops in the surrounding farms insures stability and progress in every way. Crop failures in the Palouse are like angels' visits, few and far between.

GARFIELD, WASH.

Population: 776—Altitude: 2,497 Feet

Garfield is incorporated and is one of the important shipping points of the Palouse region. It has model schools and makes heavy shipments of grain.

The town, like the other Palouse towns, has schools, churches, electricity, fire department, hotels, banks, doctors and dentists, many grain warehouses, stores, etc., with sundry openings for more.

We are now well down in the "Palouse country," the great granary of Washington. Wheat and fruit are the principal crops. They are, largely, marketed in the coast cities.

PALOUSE, WASH.

Population: 1,179—Altitude: 2,443 Feet

Palouse, also an incorporated town, is one of the larger and more energetic towns of this section. It has modern city conveniences. The Weyerhaeuser Syndicate have a large lumber plant—The Potlatch Lumber Co.—here and there is the usual accompaniment of stores, schools, churches, etc. The plant is a mammoth concern backed by important holdings of timber back on the slopes of the mountains to the eastward. Palouse has good water power, used for flour mill purposes. Grain, potatoes, fruit, and alfalfa are some of the more important farm products. Palouse is the oldest town in this section and is on the Palouse River, a stream of considerable value commercially.

PULLMAN, WASH.

Population: 2,440—Altitude: 2,359 Feet

Pullman is a picturesquely located town, incorporated, in the heart of the grain district. It is an educational center, the Washington State College, with an enrollment of 2,500 students, being located here. The college is a quarter century old and ranks among the four or five largest educational institutions in the West.

The town is well supplied with the usual commercial addenda necessary and is located among hills that give it an attractive and picturesque aspect.

Along the Scenic Highway

The University is an important adjunct, has very large grounds, numerous fine buildings, and a large and able faculty.

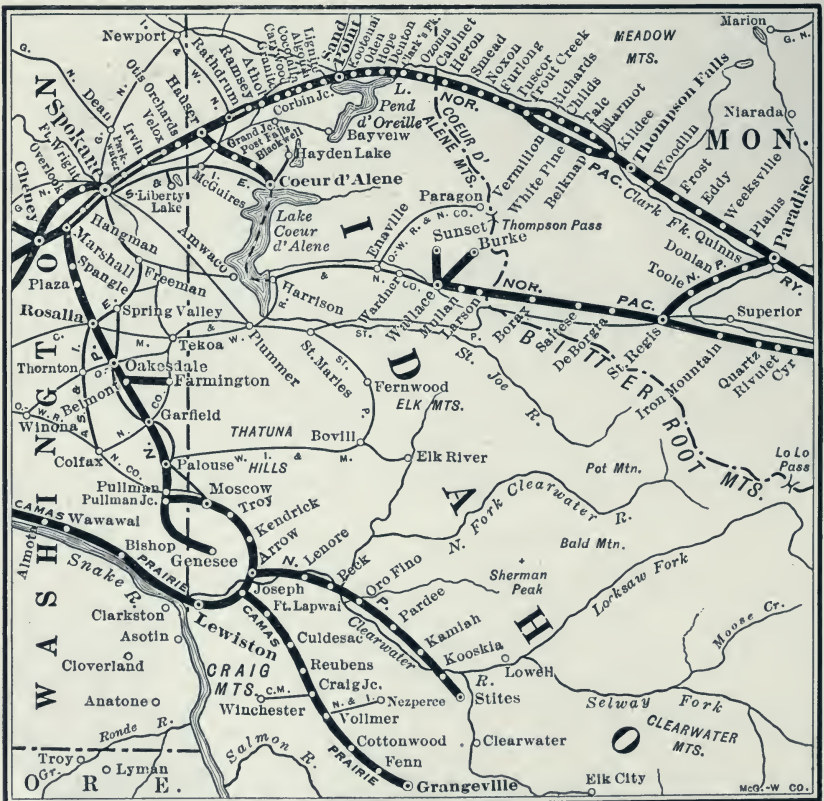
Between Oakesdale and Pullman the traveler will see to the westward, now and again, Steptoe Butte, an historic landmark of the region named after Colonel Steptoe of the old army.

MOSCOW, IDAHO

Population: 3,956—Altitude: 2,578 Feet

Moscow is an incorporated and thoroughly modern and progressive city. It has a fine public school system, and is the seat of the University of Idaho which has a campus of 440 acres and more than 1,250 students. The surrounding country is a valuable grain and fruit region, the city being well within the Palouse region and a most important marketing point for its products.

The city has hospitals, theatres, a public library, water works, sewers, creameries, elevators, a harvester and thresher factory, flour mill, furniture factory, meat packing plant, etc., besides the usual shops, fac-



Along the Scenic Highway



A Model Washington Dairy Barn—There Are Many of Them.

tories and stores common to a place of this size. The University has ample grounds and buildings and is a thoroughly modern institution.

There are both opal and placer mines in the vicinity.

Other prospering towns of the Palouse are Spangle, Belmont, Uniontown, Genesee, Kendrick and Juliaetta.

The Lewiston-Clarkston Country

Idaho—Washington

LEWISTON, IDAHO—CLARKSTON, WASH.

Lewiston—Population: 6,574—Altitude: 742 Feet

Clarkston—Population: 1,859

The Lewiston-Clarkston district, reached by the Clearwater Short Line, at the junction of the Snake and Clearwater rivers, is rapidly coming to the front as one of the best fruit regions of the entire west. There is a large area and great variety of both valley and plateau land here, and climate and altitude are all that can be desired.

Along the Scenic Highway

Hundreds of thousands of dollars have been spent in substantial irrigation works.

The irrigation projects found here are without much doubt formulated along the most advanced lines of any in the entire country, and they should be examined by all contemplating engaging in this interesting and remunerative occupation of fruit farming.

Lewiston is in Idaho, Clarkston in Washington, and a fine steel bridge across the Snake River and costing \$105,000, connects them and makes them practically one city.

The Idaho State Normal School is at Lewiston. Enrollment 350 to 500. The city is an important business center for the region about it.

Here again Lewis and Clark were in 1805-6 and made important history. The towns are named in honor of the two captains, and they are enterprising places.

On the highest prairie lands—the Nez Perce and Camas prairies of the Clearwater country—timothy, clover, wheat, oats, barley, corn, potatoes, and vegetables are largely raised, while on the lower elevated lands and in the valleys, vegetables and fruit—apples, cherries, grapes, peaches, etc., are being grown in large quantity. Cattle and hogs are also raised very extensively, the region being specially adapted to live stock.

Where possible, irrigation is used to advantage, but it is not always necessary, particularly on the high lands.

Asotin, Kamiah, Nez Perce, Craigmont, Culdesac, Cottonwood, Grangeville—the county seat of Idaho County, Idaho—Kooskia and Stites are the more important railway towns of the immediate region, after Lewiston and Clarkston.

En route to Grangeville the Camas Prairie branch passes through seven tunnels, the train turning completely around in one of these, and on reaching the prairie country it passes across two magnificent prairies, the Nez Perce and Camas, each surrounded by great ranges of mountains. Between Craigmont and Cottonwood the track crosses Lawyer's Canyon on a bridge 280 feet above the bed of the stream which divides these two prairies.

Spokane to Pasco—Washington

CHENEY

Population: 1,252—Altitude: 2,345 Feet

Cheney is located in the center of a rich agricultural country, on the main line, and is a very important shipping point from which is sent a portion of the wheat from the great "Inland Empire" of Idaho and Eastern Washington. It is the junction of the Northern Pacific main line with the branch line to Medical Lake, Davenport, Coulee City, Adrian, and into the heart of the Big Bend country of Washington. There is a State Normal School here.

Along the Scenic Highway



Sportsmen Will Love Lake Colville, Near Sprague—West of Spokane—Which the Train Skirts for Mile after Mile.

SPRAGUE

Population: 822—Altitude: 1,906 Feet

Sprague is also a good town and lies on the western edge of the Palouse region, in the southeastern corner of Lincoln County. From this point large shipments of wheat, flour and wool are made.

A mile below the station the train passes along the edge of the famous fifteen thousand acre Hercules Shorthorn Stock Farm, renowned for its superior herd of cattle.

Not long after leaving Sprague the train speeds along the shores of Lake Colville, a very attractive and winding lake, forming a most pleasing picture.

It is only within recent years that it has been demonstrated that this part of Washington is well adapted to grain raising under "dry farming."

RITZVILLE—LIND

Ritzville—Population: 1,900—Altitude: 1,822 Feet

Lind—Population: 724—Altitude: 1,364 Feet

Ritzville is situated in a fine farming and grazing country and is one

Along the Scenic Highway

of the most important initial shipping points for wheat in the entire world.

Lind is also an important wheat shipping and trading point. The entire region tributary to Ritzville and Lind has been and is now being very rapidly developed. It is a fine agricultural region.

A new line of the Northern Pacific from Connell, on the main line, through Adrian, connects with the Washington Central branch from Cheney, at Coulee Jct. This line provides needed transportation facilities for a most productive farming section.

PASCO

Population: 3,362—Altitude: 389 Feet

At Pasco, where the main line of the Northern Pacific first strikes the Columbia River, and crosses it on a steel bridge, a branch line diverges to Pleasant View, Walla Walla, Waitsburg, and Dayton, Washington, and to Pendleton, Oregon, penetrating the rich agricultural country lying along the Snake River and towards the Blue Mountains on the south, known as the Walla Walla country. Pasco is a Northern Pacific division headquarters.

At Pasco the Spokane, Portland & Seattle Railway, owned jointly by the Northern Pacific and Great Northern railway lines, and the Camas Prairie line, from the Lewiston-Clarkston region and owned jointly by the Northern Pacific and the Oregon-Washington Railroad and Navigation Company, converge, and the trains of the three lines cross the Columbia River on the Northern Pacific bridge between Pasco and Kennewick.

In future years irrigation will completely transform this region about Pasco into beautiful orchards and gardens. The town has a promising future before it as an agricultural and distributing center. As already stated the Big Bend country to the north bids fair to soon become an important part of the irrigated section of Eastern Washington. All around it are large irrigated areas raising fruits and vegetables of the finest kinds. A large irrigation enterprise is reclaiming many thousands of acres, and the water, taken from the Snake River, is conveyed in large underground pipes and delivered at the various irrigated tracts under pressure.

The Walla Walla Country—Washington

The extended region south of Pasco between the Snake River and the Blue Mountains, is known as the Walla Walla country, and is open to the world through the Northern Pacific Walla Walla branch line. It is a very rich section, agriculturally, an enormous volume of wheat and other cereals being raised. Of late years horticulture has made great advances, and apples, prunes, plums, berries and other fruits are being raised in increasingly large quantities and shipped to all parts of the United States.

Along the Scenic Highway



A Bit of the White Pine Forest in the Inland Empire.
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Along the Scenic Highway

The Walla Walla country is interesting historically. Through the heart of it ran the old Oregon trail of pioneer days. Below Walla Walla, at Whitman, is the old Waiilatpu Mission of Dr. Marcus Whitman, who was murdered there by Cayuse Indians in 1848. A fine monument to Whitman, his wife, and their massacred companions stands on the ridge above the former mission.

The streams that come down from the mountains, the Walla Walla, Umatilla, Touchet, etc., provide a water power that is utilized in flouring mills, electric light plants, etc.

WALLA WALLA

Population: 15,503—Altitude: 975 Feet

Walla Walla, the Queen City of the region, is a very attractive city both from a residence and commercial standpoint. It is a thoroughly up-to-date city, with a United States Land Office, United States Courts, electric street cars, etc. Whitman College, a fine memorial to Dr. Marcus Whitman, is located here, making the city an educational center. The surrounding region has long been noted for its tremendous crops of grain and is well known for its fruit and vegetable products.

WAITSBURG

Population: 1,174—Altitude: 1,293 Feet

Waitsburg is one of the thriving towns of this section. With a growing population it has good schools and churches, very large flouring mills and ships large quantities of grain.

Well supplied with stores, churches, schools, electricity, waterworks, sewer system, grain warehouses, etc., Waitsburg has much importance as a grain shipping point for the tributary region, noted as a grain producing one.

DAYTON

Population: 2,695—Altitude: 1,615 Feet

Dayton, an incorporated city, is the county seat of Columbia County. It is in the throes of prosperity, and exports a great deal of grain, live stock and wool. It has some large fruit farms and is rapidly developing into an important fruit center.

Dayton is one of the most important points in the Walla Walla country. Of churches, schools, theatres, papers, banks, creameries, elevators, etc., it has the usual quota. Many grain warehouses betoken the producing capacity of the contiguous region, and one of the largest fruit farms in the state is found here. There is also developed water power.

The timbered Blue Mountains are an important feature of the landscape.

PENDLETON, OREGON

Population: 7,387—Altitude: 1,080 Feet

Pendleton, Oregon, lies within the limits of the Walla Walla country.

Along the Scenic Highway

It is a growing young city on the Umatilla River, and is a trade center for Umatilla County—of which it is the county seat—and contiguous territory. A woolen mill located here is noted for the excellent character of the blankets it produces.

The city is very attractively located and the country produces wheat and live stock abundantly.

The Umatilla Indian Reservation is nearby.

The Lower Yakima Valley—Washington

KENNEWICK

Population: 1,684—Altitude: 372 Feet

Kennewick, at the foot of the Yakima Valley, about 370 feet above sea level, is a town made by irrigation. It is an important fruit shipping point and the irrigated farms near the town represent the highest horticultural development. This entire section of Washington is made fertile by the skillful diversion of water through irrigation canals from natural water courses and, although once dry and showing little promise, it has been made one of the finest garden spots of the United States. Strawberries and small fruits mature earlier here in the Kennewick region than any other point in the Northwest. Alfalfa and vegetables of fine quality grow luxuriantly.

Lewis and Clark, when encamped near the mouth of the Snake River, in 1805, went up the Columbia to a point above Kennewick, at the mouth of the Yakima River, which they called the Tapteal River.

PROSSER

Population: 1,697—Altitude: 671 Feet

The country adjacent to Prosser is also highly developed by irrigation, and there is much land that is as yet unoccupied and that is suitable for irrigation. There are some fine orchards in the vicinity.

We are now well into the famed Yakima Valley where development during the past few years has been very rapid. The stream now followed by the main line of the railway to Ellensburg, Cle Elum, and to the crossing of the mountains, is the Yakima River. Irrigation farms are in sight from the train almost continuously from Kennewick to Ellensburg. On the plateau to the west is the Horse Heaven country, a plateau well known throughout this part of the west from the fact that crops of wheat are raised without irrigation.

MABTON

Population: 547—Altitude: 725 Feet

Mabton, like Prosser, and the other towns of this valley, owes its origin and growth to irrigation. The Sunnyside region, served by the Sunnyside Irrigation Canal one of the most important Government irrigation achievements in the west, may be reached from Mabton at

Along the Scenic Highway



Mystic Lake in Rainier National Park, Washington. One of Many Such Attractions.

GRANGER

Population: 412—Altitude: 731 Feet

Granger is the first town on the Sunnyside branch after leaving Toppenish. It lies on the Yakima River at the base of Snipe's Mountain. It is a very progressive little city and has a good hotel and other buildings and a brick-making plant that is run to its capacity in supplying the surrounding region.

Alfalfa is a most profitable crop in this locality and one largely grown. There is one field of nearly 300 acres near Granger.

Eventually this part of the valley will become a great and remunerative dairy section.

ZILLAH

Population: 647—Altitude: 821 Feet

From Granger, a branch of the Northern Pacific Railway extends north to Zillah and the main line at Parker. Around Zillah are found some of the oldest, most productive, and most valuable orchards in the noted Yakima Valley. The town is on the north bank of the Yakima River four miles from Toppenish on the main line.

Along the Scenic Highway

OUTLOOK

Altitude: 778 Feet

Midway between Granger and Sunnyside is Outlook, a thriving town in the midst of orchards and alfalfa fields that are fast increasing in number and value.

The development that has taken place in this part of the Yakima Valley in, say, ten years, is marvelous. And it is a continuing process. Opportunities are still open to those who love a fertile soil and a warm, healthful climate.

SUNNYSIDE

Population: 1,809—Altitude: 753 Feet

Sunnyside is in one of the most prolific and extended parts of the Yakima Valley. It is a wide awake young city at the southern end of Snipe's Mountain, on the slopes of which are found many beautiful homes of Sunnyside people. This is one of the oldest towns in the lower Yakima Valley and is a product of irrigation pure and simple.

The orchard tracts around Sunnyside are indisputable evidence of the fruitfulness of this rich volcanic ash soil. Likewise the alfalfa fields, berry patches and vegetable gardens.

At Sunnyside there is located a sugar plant, operated by the Utah-Idaho Sugar Co., which produces several million pounds of sugar each year from the sugar beets raised by the farmers in the vicinity.

GRANDVIEW

Population: 1,011—Altitude: 808 Feet

Grandview is at the southern extremity of the Sunnyside branch line and the town is what in common phrase may be called "a live one." It, too, is in the midst of alfalfa fields and orchards that are enriching their owners.

The towns from Zillah to Grandview are in a part of the Yakima Valley where much attention is paid to growing alfalfa and raising live stock as well as fruit. A trip over the Sunnyside branch line affords a view of the valley not found on the main line.

The Upper Yakima Valley

YAKIMA

Population: 18,539—Altitude: 1,075 Feet

Yakima is the trade center for all the rich irrigated valleys embraced in the Yakima Valley region and it has grown rapidly during the past few years because of the rapid development of tributary agricultural lands. It is in the center of a remarkable region where water converts a naturally dry and dusty soil into one capable of almost unlimited production without artificial fertilization. The soil is a volcanic ash, decomposed, and of great depth, and is, apparently, inexhaustible.

Along the Scenic Highway



A Northern Pacific Tunnel in the Cascade Range. Two Bridges in the Distance.

Yakima is a pleasant city of fine residences, substantial business blocks, and paved and shaded streets. It is one of the best points in the entire west from which to see the highest results of intelligent and scientific irrigation farming. The surrounding country, cut up into small farms of five, ten, twenty acres, etc., is very thickly settled. There are excellent schools, some costly churches, electric lights, rural telephone and mail delivery, an interurban railway, and it constitutes, practically, one large suburban town, where the usual isolation of farming regions is absent. This is one of the finest sections of Washington in which to settle with a view of pursuing easy and healthful agricultural activities. The climate is warm and dry and particularly good for those with throat or chest troubles. A handsome passenger station attests the importance of Yakima as a Northern Pacific point.

Thousands of sheep and cattle are winter fed on alfalfa at the various towns in the Yakima Valley, yearly.

Some of the government's most important reclamation schemes are centered in the Yakima Valley. In the Sunnyside, Tieton and Wapato "units" there has been expended \$14,000,000 and 200,000 acres of land have been reclaimed. The Sunnyside lands lie in the lower valley, the

Along the Scenic Highway

others in the vicinity of Yakima. Constant progress is being made with these projects and when completed this valley will have no superior in the value and importance of its various irrigation enterprises. It now produces, annually, crops worth \$50,000,000, with not more than one-half of the irrigable area developed. In addition to the government project there are several private irrigation canals.

ELLENSBURG

Population: 3,967—Altitude: 1,519 Feet

Much of the fine hay and forage shipped from Puget Sound ports is grown in the Kittitas Valley—a subdivision of the Yakima—adjacent to Ellensburg. The elevation here is such that the climate is much cooler than in the lower valley. This section produces large hay crops, and is making rapid strides in dairying, Ellensburg having several creameries, while skimming stations are located in the outlying districts for furnishing cream for the butter manufactories in the towns. Thousands of acres of rich land have been brought under irrigation in the Kittitas Valley during recent years and this is more and more being devoted to fruit, particularly late winter apples. In the foothills of the Cascades nearby there are extensive ranges utilized for stock raising which make Ellensburg an important shipping point for wool, cattle, and sheep as well as forage, cereals, and the usual agricultural produce. Ellensburg is pleasant and attractive and is the seat of one of the state Normal schools. In the outlying mountains there is excellent hunting and trout fishing. The city is a railway district terminal.

The fine, high, white mountain seen so plainly from Yakima and Ellensburg and, indeed, visible from nearly all parts of the Yakima Valley more or less easily, on a clear day, is Mt. Adams, 12,307 feet high. It is covered with ice and snow and is a typical glacial mountain. From Ellensburg one can also, by looking westward in line with the railway track, see the tip of Mount Rainier (Mount Tacoma), the King of Cascade peaks.

CLE ELUM

Population: 2,661—Altitude: 1,920 Feet

Cle Elum is the diverging point for the Northern Pacific branch line to Roslyn and is the point from which the Peshastin, Fish Lake, and Swauk mining districts are reached. In this section there are large deposits of copper, iron, gold and silver, and the Cle Elum mines produce a good commercial fuel.

In the mountains near Cle Elum the government has converted Lakes Clealum, Katchess, and Keechelús into vast irrigation reservoirs for watering the lands in the Yakima Valley.

ROSLYN

Population: 2,673—Altitude: 2,266 Feet

Roslyn, a branch line town four miles from Cle Elum, is the center

Along the Scenic Highway



Giant Firs on the Road to Rainier National Park.

of the coal industry on the eastern side of the Cascades, and has the most extensive mines west of the Missouri River. These mines supply most of the coal used in Eastern Washington. The Northern Pacific Railway procures, at this point, all the coal used by it between Helena and Butte, on the east, and the Cascade Mountains on the west.

Along the Scenic Highway



Snow-fields on Mt. Rainier, Rainier National Park.

Leaving Cle Elum the train rapidly ascends the mountains, the scenery being wild and very different from the crossing of the Rockies.

EASTON

Population: 266—Altitude: 2,176 Feet

Easton lies at the eastern portal of the Stampede tunnel in the heart of the Cascade Range. A few miles distant, reached by a good road through the forest, is beautiful Lake Kachess, hemmed in by the mountains, and used by the United States Reclamation Service as an irrigation reservoir for the Yakima Valley.

On the shore of the lake Mr. L. W. Hayes has a mountain resort and outing place, Kachess Lodge. It is most attractively located and has all modern conveniences in the wilderness. There are 53 rooms with hot and cold water and a number of rooms have private bath. Kachess Lake and Lodge will prove a most delightfully restful place for all who love the water, mountain trout fishing—which is good here—and the mountains.

A c r o s s t h e C a s c a d e R a n g e

After the long ascent of the eastern slope of the beautiful Cascade Mountains the Northern Pacific pierces the summit at Stampede Pass with a tunnel nearly two miles in length, at an elevation of 2,852 feet. On both sides of the pass there is very fine scenery, the Cascades presenting an impressive and attractive panorama.

Along the Scenic Highway

On the Pacific Slope, the descent of which begins at Stampede Tunnel, the traveler enters a great forest country affording an entirely new and refreshing type of scenery. In the Puget Sound region there has been great development in the lumber industry and sawmills turning out cut timber and shingles are found at numerous points. Washington furnishes shingles, timbers for building purposes, and the common grades of commercial lumber to a tremendous territory, extending east to St. Paul, Chicago, and even the far Eastern states. Washington cedar shingles are marketed in the New England states. Official estimates place the amount of standing timber in the State of Washington at 391 billion feet. The annual cut of the mills in the State of Washington is 4,200,000,000 feet at which rate it will require one hundred years to cut the timber now standing, to say nothing of the young forests which are being planted by the Government Forestry Service and which will be grown up and ready to cut long before the present supply is gone.

The shingle output in the State of Washington amounts to thirty-four thousand carloads annually, valued at \$13,000,000. The number of men employed in their manufacture is about 15,000.

In the manufacture of lumber there are 80,000 men employed and the annual output, which, if loaded, would fill 166,000 cars, is worth \$43,000,000 at the mills.

The figures given here represent, of course, normal conditions and average results.

From the Stampede Pass the railway follows Green River, a beautiful mountain and trout stream, until the lower country is reached.

The Northern Pacific has recently made very heavy expenditures in double tracking and rebuilding its line in the Cascade Range and in providing a ventilation plant for the tunnel.

PALMER JUNCTION

Altitude: 869 Feet

At Palmer Junction the Northern Pacific main line is again divided, the more direct line running via Auburn to Seattle and Tacoma and the other via Buckley to Tacoma. Through tickets from eastern terminals to Pacific Coast points are honored via Seattle or Tacoma and permit travelers to visit those cities en route to their destinations.

Puget Sound Country—Alaska and the Orient

SEATTLE

Population: 315,312—Altitude: 24 Feet

Seattle, founded in 1853, and named for an old Indian chief, is situated on the east side of Puget Sound, an arm of the Pacific Ocean, on Elliott Bay. It, with Tacoma, is on the shortest line between the United States and the Orient.

Seattle has a fine land-locked harbor, perfectly protected from

Along the Scenic Highway



A Water-front View of Seattle from Puget Sound.

storms and accessible to the largest vessels afloat at all times and at all stages of the tides. It is connected with Lakes Washington and Union, fresh water bodies, by a canal and locks, giving the city 193 miles of available waterfront. Lakes Union and Washington are beautiful bodies of water, the latter being about 20 miles long, three miles wide and of depth sufficient to float the world's mammoth ships.

The harbor has accommodations for berthing 110 four hundred feet ships at one time, and piers A and B, Smith Cove Terminal, each, approximately, one-half mile long, are the largest cargo and passenger docks in the world.

Approximately one-half of the foreign commerce of the United States Pacific Coast ports is handled through Puget Sound ports. The United States Shipping Board is operating, on a two weeks schedule, several of its 535 feet modern passenger steamers between the Sound and China, Japan and the Philippine Islands, and there is also a Japanese line.

Eighty per cent of the manufacturing industries in the state of Washington are within 100 miles of Seattle-Tacoma, and 53 per cent of the population of the state is within the Puget Sound district.

The city owns its water system, the water being brought by gravity

Along the Scenic Highway



A North Coast Home and Farm Near the Pacific Ocean.

from Cedar River in the foothills of the Cascade Mountains. The capacity of the reservoirs is 271,137,000 gallons. The city has no water problem. The water power of the state of Washington equals 125 potential horse power per square mile, this being equivalent to 9,000,000 horse power or more than double that of any state in the Union. Seattle is electrically lighted and is considered, if not the best, one of the best illuminated cities in the country.

The city has nearly three hundred miles of paved streets, five hundred miles of public sewers and more than six hundred miles of water mains.

It will doubtless have been noted by the traveler that electricity is in general use in the Northwestern towns and cities as an illuminant. The reason for it is the low cost of the electrical current owing to the abundance of water powers throughout the region. Snoqualmie Falls, in the Cascade Range and thirty-two miles distant, is a beautiful waterfall, 268 feet high. It is capable of generating 100,000 horse power, and from this and from mountain streams at other points more than 600,000 horse power is available for electric uses to Seattle and Tacoma.

The city has an unusual number of good hotels, apartment houses, and cafes, being particularly fortunate in this respect. Some of the hotels overlook the Sound and mountains, affording a delightful outlook.

Along the Scenic Highway

At Bremerton, just across the Sound from Seattle, is located the Puget Sound Navy Yard, employing about 1,200 mechanics. Here is the only dry dock on the Pacific Coast capacious enough to dock our largest battleships.

Fort Lawton, containing more than 600 acres, is a United States military post situated within the city limits.

There are about 300 churches and church societies in the city, a fine public library, a Federal building, court house, six high schools, etc.

The University of Washington, located between Lakes Union and Washington, has splendid buildings, fine equipment, a large corps of instructors, and an attendance of 6,000 students.

The park system comprises 1,820 acres connected by thirty-one miles of boulevards and embraces some most beautiful spots within the city. Several of the parks are on the shores of various lakes.

The views, from different parts of the city, of Mt. Rainier, elevation 14,408 feet, the snow crowned giant of the Cascade Range, some fifty miles to the south, and of the craggy Olympics, across the Sound to the west, are probably unsurpassed anywhere in the world.

Mt. Baker, nearly 11,000 feet in height, to the north, another glacial peak, is also visible from certain elevated parts of the city.

There are a large number of delightful water trips from Seattle-Tacoma to the many interesting points on the Sound the more important being to Victoria and Vancouver, British Columbia, Port Angeles, Bellingham, Everett, the U. S. Navy Yard at Bremerton, and the Hood's Canal trip.

TACOMA

Population: 96,965—Altitude: 47 Feet

Tacoma is situated on Commencement Bay at the head of deep water navigation on Puget Sound. Built on a bluff one hundred and eighty feet above tide water, it commands a view of the vast Olympic and Cascade ranges of mountains and of Mt. Rainier, accessible from Tacoma by auto.

At Tacoma the Northern Pacific has its general western offices and its principal shops on the Coast. The Company has a large and costly passenger station that is one of the finest structures of its kind in the west. Here is also located the large and thoroughly modern hospital of the Northern Pacific Beneficial Association. Besides the large shops at South Tacoma and the Headquarters building and hospital in the city proper, the Company has great coalbunkers with a capacity of over 20,000 tons, along the water front, to enable vessels to load coal with dispatch and at least expense. Along the water front, also, are splendid wharves, and wheat warehouses with a capacity of 7,000,000 bushels, at which the immense ocean ships discharge and receive their various cargoes.

The Northern Pacific has a new main line consisting of 44 miles of double track, south, from Tacoma to Portland. This new line avoids

Along the Scenic Highway



Some of Tacoma's Business Marts.

the old and heavy grade leading out of Tacoma, follows the shore of Puget Sound to Point Defiance and there tunnels under a narrow neck of land, swings around to another shore of the Sound and then follows a generally southerly course to its connection with the old main line at Tenino. This new line is laid with 90 pound rails and is intended for the rapid handling of heavy traffic and fast passenger trains. The curvature is limited to three degrees and the maximum grade to three-tenths of one per cent. The entire line between Seattle-Tacoma and Portland is now double tracked and completely equipped with the automatic block signal system, and is one of the finest and most up-to-date pieces of railway track in this country.

The harbor at Tacoma is one of the best in the world. Ample accommodations for the largest deep sea vessels are provided, and new port terminals to cost \$2,500,000 are under construction.

Tacoma has a large number and variety of manufacturing enterprises. Immense quantities of wheat, flour, lumber and coal, all products of the State of Washington, are exported to the markets of the world, and a large proportion of the imports from China and Japan to the United States and Canada pass through this port.

Electric and cable roads connect all parts of the city, and the many

Along the Scenic Highway

miles of such lines in the city and suburbs are supplied from the power works at Electron near the base of Mt. Rainier, Lake Tapps and the municipal power plant at Nisqually Canyon. There is also under construction a 125,000 horse power hydro-electric plant at Lake Cushman in the Olympic Range across the Sound.



Along the Scenic Highway

Tacoma has 1,200 acres of public parks, Point Defiance Park, 640 acres, in the outskirts of the city, being a large and very attractive one. Wright Park in the heart of the city, is another.

Tacoma's educational advantages are many. Besides her fine public schools there are the Annie Wright Seminary for young ladies, the Puget Sound University, Vashon College, and the Pacific Lutheran University. There are 100 churches of all denominations.

Stadium High School was originally intended for a mammoth hotel, but has, finally, been utilized for educational purposes. It lies high up on the hillside, overlooks Commencement Bay, and is a noble building. It cost \$500,000 and accommodates 2,000 students. A very fine stadium or Grecian Amphitheatre is maintained in connection with the school. This unique and valuable adjunct to Tacoma's educational facilities has a seating capacity of 30,000 persons and cost \$135,000. Lincoln High School, recently completed, cost \$450,000.

Tacoma is well supplied with hotels, The Tacoma having a commanding situation on the bluff overlooking the water and with Mt. Rainier in full view.

The manufacturing plants of Tacoma turn out a product aggregating \$108,000,000 yearly.

Tacoma was selected as the site for a city in 1872. The name, according to the U. S. Bureau of Ethnology, is an adaptation of one of several Indian names for the magnificent mountain seen to the south.

Steilacoom, on an arm of the Sound and near the city, is one of the old time settlements and a place where many Tacomans spend the summer in cottages. It is reached by trolley cars.

The famous Puyallup and White River valleys lie tributary to Tacoma. These valleys produce some of the finest hops in the world, also enormous quantities of berry fruits of the finest quality. At Puyallup there is one of the largest co-operative canneries in the world.

The country around and tributary to Tacoma is adapted to the raising of fruits, hay, hops and vegetables. It is a level, gravelly, park-like region, with hundreds of miles of splendid roads that afford the greatest pleasure to automobilists.

Large coal mines are in constant operation in the mountains within a radius of thirty-five miles; there are also several hundred coke ovens.

Seattle and Tacoma are the principal ports in connection with Alaskan trade and the Alaskan tourist trip. There are several steamers plying regularly between the Sound and various ports of Alaska, the trade with which forms an important item of Coast commerce.

Regular steamship lines are operated from both Tacoma and Seattle to San Francisco, Central America, Hawaiian Islands, China, Japan, Philippine Islands, Northern Europe, and between the Sound and the Atlantic coast and European points via the Panama Canal.

The waters of Puget Sound teem with ninety-five varieties of food fish, the capture of which gives employment to thousands of men. Most of the product of the fisheries—halibut, cod, salmon, etc., is shipped in

Along the Scenic Highway



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Volcanic Needles at Foot of Grand Canyon, Yellowstone Park.

Along the Scenic Highway



The Narrows, Vancouver, British Columbia.

refrigerator cars to Eastern markets. Large quantities of salmon are canned at the various Puget Sound canneries. This constitutes a very important item in commercial lines. The fisheries give employment to 10,000 men and add, it is stated, \$4,000,000 to the wealth of the state.

Fifteen miles from Tacoma is Camp Lewis, a permanent Government Army Camp and maneuver ground, where a complete division of soldiers is constantly maintained.

The Camp encloses 63,000 acres of beautiful prairie surrounding American Lake and was donated by the people of Tacoma and Pierce County to the Government.

The Northern Pacific Railway line runs through the Camp and furnishes daily freight and passenger train service.

OLYMPIA

Population: 7,795—Altitude: 10 Feet

Olympia, the capital city of Washington, the county seat of Thurston County, the center of the oyster growing industry, is surrounded by both a wealth of timber and a rich region of farms and fruits, and provides a most desirable community in which to live and work. It is situated on one of the deep water arms, at the tip end of Puget Sound. It is dominated by mountains east and west, and four state highways radiate from Olympia. It is on the direct line of the Northern Pacific

Along the Scenic Highway



Chuckanut Drive Along Puget Sound Near Bellingham, Washington.

from Seattle, Tacoma and other Puget Sound points, to Gray's Harbor and the ocean. A city, prosperous both commercially and industrially, having substantial homes, paved and shaded streets, attractive drives and parks, Olympia grows steadily and develops its motto, "The Open Door of Opportunity."

EVERETT

Population: 27,644—Altitude: 22 Feet

Everett is but a short distance from Seattle and is conveniently reached by either rail or boat. It is a very progressive, well built city and has a great many saw and shingle mills. A paper and pulp mill here turns out 26 tons of paper daily. This is the greatest log market in the world and the most important lumber and shingle point in Washington. Its monthly payroll aggregates more than \$200,000. There are good hotels, it is a fine residence city, and it is a city the tourist should visit. Everett affords beautiful vistas of the Sound and mountains.

BELLINGHAM

Population: 25,585—Altitude: 71 Feet

Bellingham lies well up the Sound toward the International boundary. It was formerly known as Fairhaven and Whatcom, the consolidation under the present name taking place in 1903. The city is situated on Bellingham Bay, almost a fresh water harbor, opposite the San Juan Islands. It is a great manufacturing place and boasts the largest shingle mill and largest salmon cannery in the world. There are large oyster beds here and the country tributary to the city is a splendid

Along the Scenic Highway

timber and farming country with good water power. A state Normal school is located here. Lake Whatcom, nearby, is a beautiful lake and pleasure resort.

VICTORIA, B. C.—VANCOUVER, B. C.

Victoria—Population: (Est.) 45,000—Altitude: 10 Feet.

Vancouver—Population: (Est.) 250,000—Altitude: 14 Feet.

The trip to Victoria and Vancouver, British Columbia by water is an attractive and rather unusual one and deserves special mention. These cities are particularly interesting and the ride from and to Seattle over the waters of the Sound, stopping at Port Townsend en route, is one that should surely be enjoyed by everyone who journeys to the coast. The steamers are large, thoroughly modern and seaworthy, new, and even elegantly equipped. The cities themselves welcome tourists and have much that is new, interesting and novel to Americans especially. These two cities pride themselves upon their beautiful natural parks and drives. At Victoria the Parliament buildings, the ride along the harbor shore, and the new Empress Hotel will attract attention, and the auto ride through Stanley Park, with its big trees, at Vancouver, will never be forgotten.

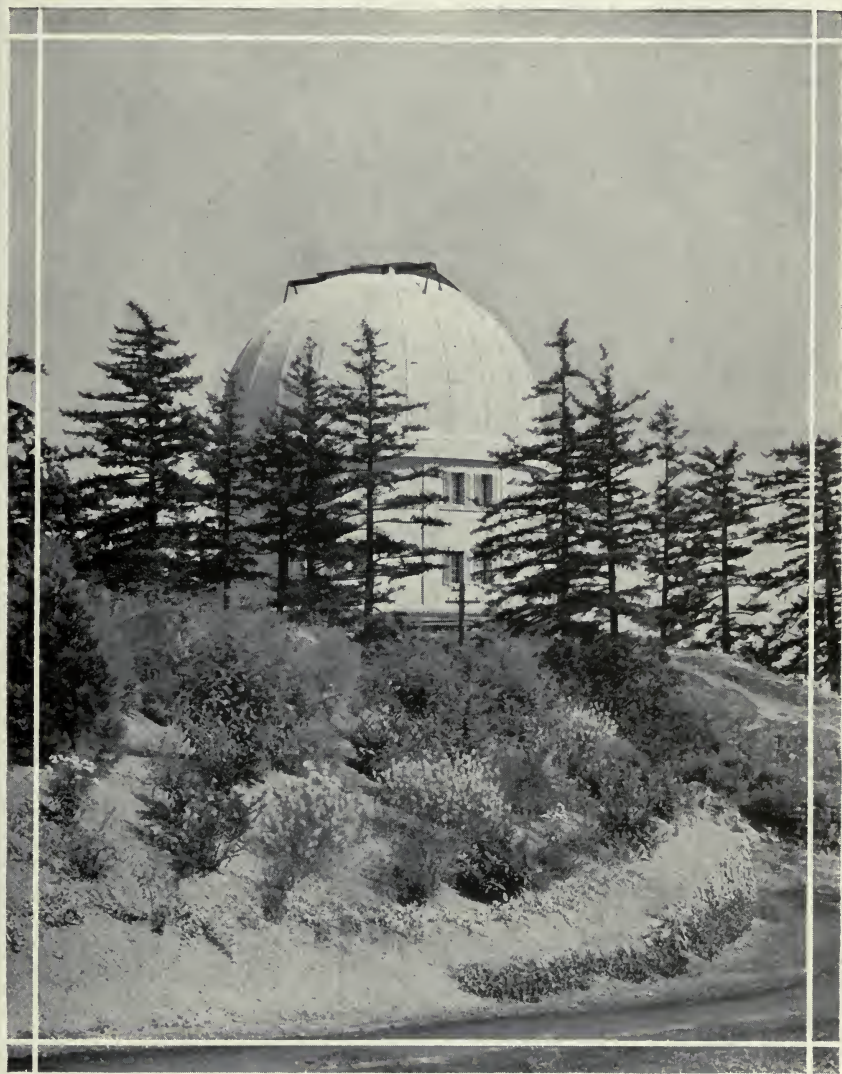
Rainier National Park—Washington

The Mount Rainier Forest Reserve comprises 2,146,000 acres of land in the Cascade Mountain region of Washington. Within this area is the Rainier National Park, a park similar, in its purposes, to the other National Parks. It is reached by auto from both Seattle and Tacoma. The highways are very fine. The central feature of the park is Mt. Rainier, or Tacoma, as the Tacoma people may call it, an ice clad peak 14,408 feet high and one of exceptional majesty and grandeur. An Indian name for the mountain was Tahoma, another was Tacobet, the meanings being "nourishing breast" and "snow covered mountain." Capt. Geo. Vancouver, an English navigator, in 1792 discovered this mountain and named it Rainier after Rear Admiral Rainier of the British Admiralty and the U. S. Government has adopted it as the proper and official name.

Paradise Park, on the southern slope of the mountain, is a large, wild, mountain park reached by a magnificent automobile highway, three hours' ride from Tacoma. It is a part, or a sub-park, of Rainier National Park and is a glorious region for camping. The flora is a marvelous one. The glaciers of the great mountain extend down into Paradise Park and are easily accessible. The grand ice covered peak itself appears to loom immediately overhead and the boom of the avalanches near Gibraltar is distinctly heard, although the summit is several miles distant. Indian Henry's Hunting Ground is another natural park on the western slope of the mountain.

The tourist accommodations are at the south side of the mountain,

Along the Scenic Highway



Observatory on Vancouver Island Near Victoria, British Columbia.

at Longmire Springs, the park terminal for autos and tourists, with a fine auto road to Paradise Park and a good trail to Indian Henry's Hunting Ground. A good tent camp is in operation at Indian Henry's Hunting Ground.

Along the Scenic Highway

The Rainier National Park Company maintains transportation and ticket offices at Seattle, Tacoma and Portland. Daily schedule touring car service will be operated from Tacoma and Seattle from June 15 to September 15. Or a combination rail and auto trip to Ashford and the park may be made.

Park tourist tickets are obtainable at Northern Pacific agencies, in general, throughout the country. The Park is, like the Yellowstone and other National Parks, well supplied with first class hotels and camps. The National Park Inn, at Longmire Springs, and Paradise Inn, at Paradise Park, or Valley, as some call it, are entirely modern and strictly on the American plan. Only guests who take all their meals at the hotels may register. Paradise Camp, and to some extent other tent quarters at Longmire's, afford other independent camp accommodations. Nearly 15,000 persons were guests at Paradise Inn in 1920, and the total Park registration for that season from points east of the Mississippi River exceeded 6,000.

Guide service is maintained and also horseback and hiking excursions about the mountain and the glaciers. An auditorium provides for moving picture and stereopticon exhibitions.

Seattle to Sumas—Washington

The Northern Pacific Railway line running north from Seattle passes through Woodinville, Snohomish, Hartford, Arlington, McMurray, Sedro-Woolley and Wickersham to Sumas on the Canadian Pacific Railway at the boundary. The Railway Company has spent large sums in rebuilding its line between Seattle and Sumas in recent years. Grades have been reduced, curves taken out, and heavier rails substituted for lighter ones. The towns here named have grown, primarily, from the great lumber business found along this line. They are very prosperous, and as the country is denuded of its timber the cutover lands are diverted to agriculture, the towns accordingly continuing to grow and prosper. The line runs to a great extent through the heavy forest, with beautiful clearings and valleys and shadowy streams diversifying the scenery. The production of shingles and lumber in the region served by it is enormous. The great fertility of the soil will be noted in the farms seen from the train.

Through Northern Pacific trains run daily between Seattle and Vancouver, British Columbia. At Hartford connection is made for points on the Monte Cristo line, at Arlington for Darrington, and at Wickersham, for Bellingham.

On this northern trip Mount Baker, 10,730 feet in altitude and a magnificent glacial and timber covered peak, is the pronounced feature of the landscape, in fact, of the entire region about the International Boundary.

Along the Scenic Highway



Fishing for Salmon on the Columbia River.

P u g e t S o u n d t o P o r t l a n d CENTRALIA—CHEHALIS

Centralia—Population: 7,549—Altitude: 188 Feet

Chehalis—Population: 4,558—Altitude: 188 Feet

Centralia and Chehalis are the twin cities of Lewis County. They are about four miles apart, and are very enterprising young cities. Centralia has many large wood working plants. Chehalis is the county seat of Lewis County and has a large and growing trade.

The surrounding country is good for diversified farming, for dairying and fruit especially, and the timber interests are very valuable.

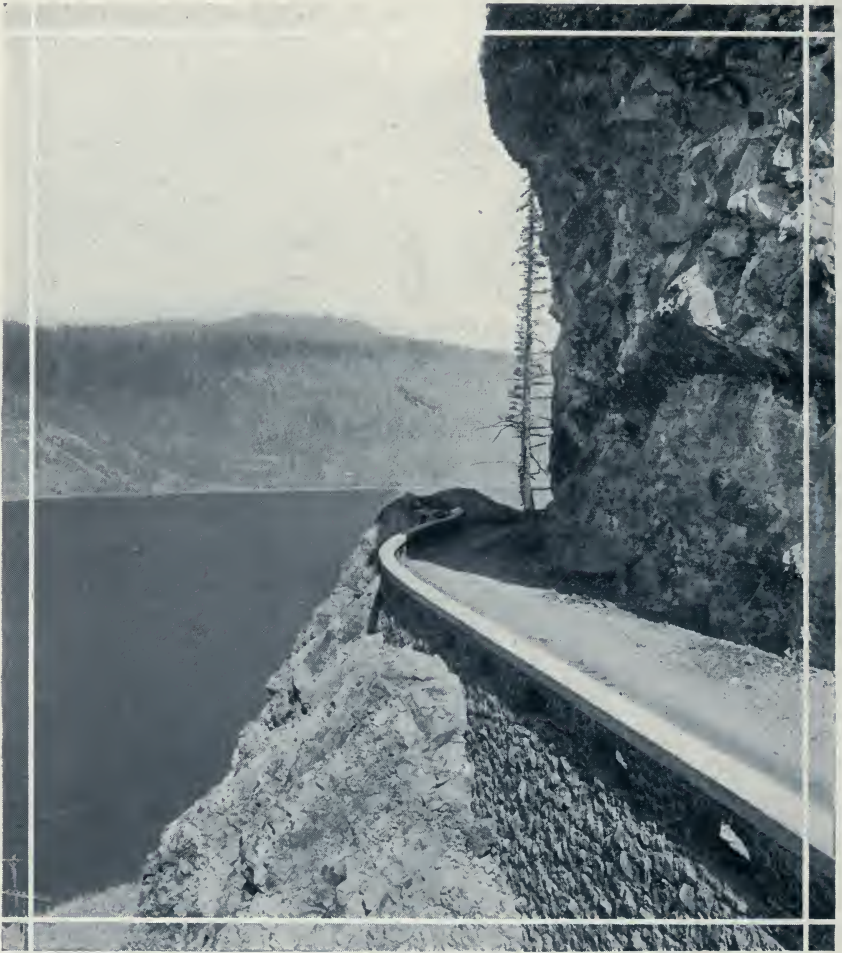
Centralia is the junction of the main line with the Gray's Harbor line running west to Elma, Aberdeen, Ocosta, Bay City, Hoquiam and Moclips, the latter point near the Quinault Indian Reservation.

At Chehalis a branch line leaves the main line running westward to Willapa Bay, Raymond, and South Bend and the ocean beaches lying beyond Willapa Bay.

These lines furnish good train service between their respective localities and the cities on Puget Sound and with Portland.

Those who stop for any time in the Puget Sound country should certainly visit the Gray's Harbor and Willapa Harbor regions and the ocean beaches.

Along the Scenic Highway



Columbia River Highway at Mitchell's Point. The Road Is Cut from the Cliff.

CASTLE ROCK

Population: 829—Altitude: 59 Feet

Castle Rock is the nearest point to beautiful Mt. St. Helens which rises to a height of 9,697 feet, and is the point from which the St. Helens' mining districts are reached. Considerable timber is found in the adjoining regions.

The railway here follows the Cowlitz River, an important tributary of the Columbia in this region and navigable for many miles by small steamers.

Along the Scenic Highway

Heavy expenditures have recently been made in double tracking and otherwise improving the road and service on this part of the line.

KELSO

Population: 2,228—Altitude: 26 Feet

Kelso is also on the Cowlitz River near its junction with the Columbia River. It is supplied with the conveniences of present day towns. It is a wood-working manufacturing town and has also a fine agricultural country surrounding it, raising grain, vegetables and fruits. A considerable quantity of fish are caught and packed here.

The timber in the adjacent region has been and still is a very valuable asset commercially. The cutover lands, as they are called after the timber is gone, are equally valuable for dairying, fruit and general farming purposes. The winter seasons are mild and enjoyable.

KALAMA

Population: 1,228—Altitude: 21 Feet

From Kalama the Northern Pacific track and trains follow the north bank of the Columbia to Vancouver, Washington, and thence to Portland. The old time ferriage of trains across the Columbia River between Kalama and Goble was a pleasing diversion. Trains now cross the Columbia and Willamette rivers between Vancouver and Portland on massive double track bridges of finest construction. Kalama is near the mouth of the Cowlitz River and its junction with the Columbia. The town is picturesquely located on the river hills overlooking the noble river immortalized by Bryant as the Oregon.

VANCOUVER, WASH.

Population: 12,637—Altitude: 68 Feet

Vancouver, Wash., is the old historic seat of the Hudson's Bay Co., the site of Vancouver Barracks, one of the most attractive U. S. Army military posts in the country. The city is an interesting one, backed by a rich fruit and agricultural region and is growing very rapidly. It has a heavy timber acreage with many sawmills tributary to it. It is in close communication with Portland by boat, steam, and trolley lines.

Between Vancouver and Portland the Columbia and Willamette rivers are spanned by enormous steel and concrete railway bridges carrying double tracks, in which the Northern Pacific is a very heavy owner.

Gray's Harbor Line—Washington

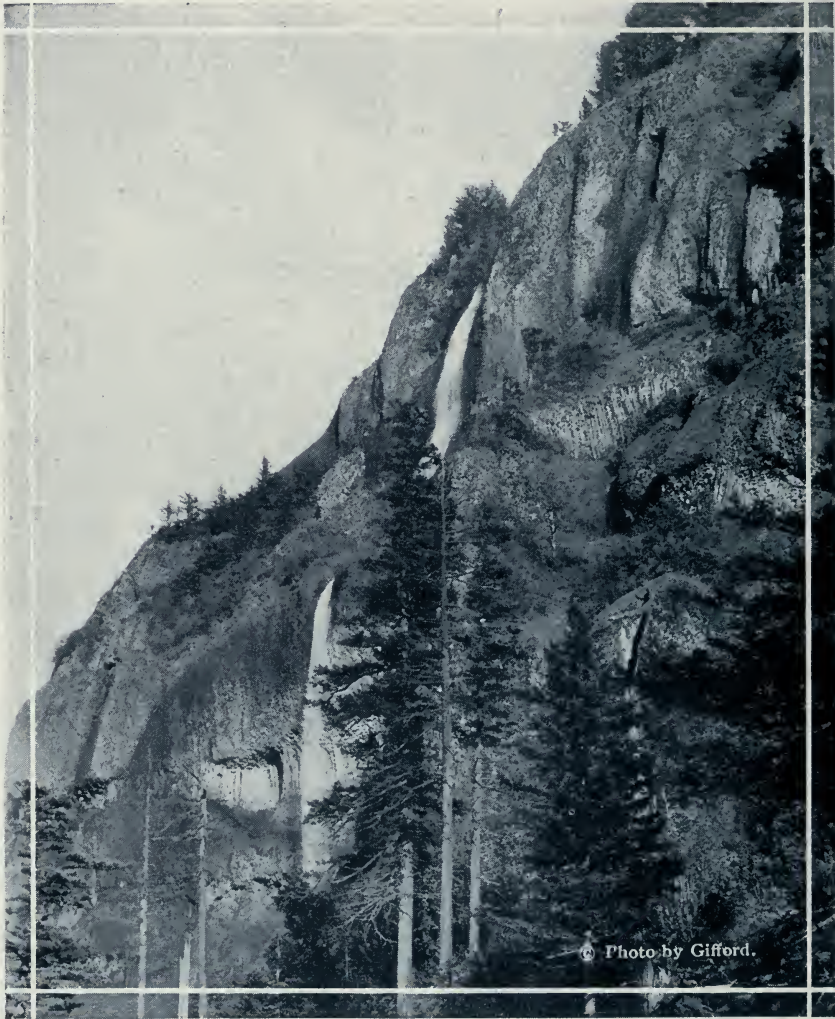
ELMA

Population: 1,253—Altitude: 69 Feet

Elma, in the fertile Chehalis River Valley, is a growing place surrounded by country well adapted to agriculture, with timber for fuel and commercial uses at hand in almost an unlimited quantity.

The timber resources of this region are almost beyond enumeration.

Along the Scenic Highway



© Photo by Gifford.

Mist Falls, in Its Stairway Descent down Lava Cliffs to the Columbia Highway and River.

These consist of fir, spruce, ash and maple, and there are large quantities of coal, brick and potters' clay, etc., also found. The cutover timber lands make the best of farms, and they are obtainable at low prices.

MONTESANO

Population: 2,158—Altitude: 21 Feet

Montesano, the county seat of Chehalis County, is the head of

Along the Scenic Highway

navigation on the Chehalis River. It has many sawmills, sash and door, and woodworking factories, and is a thriving lumber town. The surrounding country is a good farming country, dairying being made somewhat of a specialty.

The region with its hills and valleys, water courses and large harbor, is a very interesting one with a climate mild and agreeable.

ABERDEEN—HOQUIAM

Aberdeen—Population: 15,337—Altitude: 10 Feet

Hoquiam—Population: 10,058—Altitude: 10 Feet

Aberdeen and Hoquiam are located on historic Gray's Harbor, named after Captain Gray, the discoverer of it and also of the Columbia River. They are three miles apart. Their interests are essentially the same and consist largely of timber products, the same as do those of Cosmopolis and Montesano, their neighbors. Many saw and shingle mills, fish and clam canneries are found here. Large cargoes of lumber and timber are shipped by water to distant ports from these busy cities. The harbor is a good one and there are magnificent forests tributary to the mills.

When cleared the land makes good farms and fruit ranches. This fact cannot be too strongly emphasized.

COSMOPOLIS

Population: 1,512—Altitude: 11 Feet

Cosmopolis is another of the sturdy, growing lumber towns of the Gray's Harbor country. It lies across the Chehalis River from Aberdeen, has many sawmills and woodworking plants and is a modern lumber town.

What has been stated heretofore, regarding the timber values of the coast region and the conditions surrounding agriculture and dairying on the timber denuded lands, applies to the Gray's Harbor country as well. It is a country worth investigating by the homeseeker.

At Moclips, Westport, Pacific, and Sunset beaches there is delightful ocean bathing. There are hotels or cottages, or both, fine white beaches and a surf that will prove most attractive to those who love a dip in the ocean wave. These beaches are really something very fine and a convenient train service between the important central coast cities and these points is in effect during the tourist season.

A few miles above Moclips the Quinuit Indians may be seen on their reservation. They live in houses, fish, make baskets, and a trip to their town of Granville is one of the diversions of a stay at these beaches.

South Bend Line—Washington PE ELL

Population: 861—Altitude: 412 Feet

Pe Ell is a lumber town. There are heavy bodies of timber tributary to it, among the varieties being alder, the only hardwood that grows on

Along the Scenic Highway



"Break, Break, Break, on Thy Cold Gray Stones, O Sea!"—On the Oregon Coast.

this part of the coast in commercial quantities. There is some undeveloped water power. The town is well supplied with stores, churches, etc.

The region on the South Bend branch has been steadily forging to the front. As the timber is cut away the country gradually changes to an agricultural one and its continued growth and prosperity is thus assured.

RAYMOND

Population: 4,260—Altitude: 11 Feet

This stirring town is located on the Willapa River a short distance above South Bend. It is a thoroughly modern wood manufacturing town on tidewater, with enormous quantities of timber tributary. It is growing and is supplied with modern conveniences. The river valley lands are rich and mature good crops of grain, fruit and vegetables. Free factory sites are offered to manufacturing plants.

The town is advantageously located as to both timber resources and agricultural products.

Along the Scenic Highway



Mt. Rainier, 14,408 Feet Altitude, the Monarch of the North Pacific Coast.

SOUTH BEND

Population: 1,948—Altitude: 11 Feet

South Bend is a very attractively located city on Willapa River just above its mouth. It is the terminus of the South Bend branch line from Chehalis and is well equipped with saw, planing and sash and door mills, fish canneries, etc. At Willapa Bay are found the finest oyster beds on the Pacific Coast and large shipments of oysters are made from South Bend to the Coast cities. The harbor here is well protected and capacious.

The fish and oysters and other sea food products are a valuable asset of this part of the Coast.

Along the Scenic Highway



Northern Pacific Doubletrack, Automatic Block Signals and Train Between Seattle, Tacoma and Portland.

Along the Scenic Highway



PORTLAND

Population: 258,288—Altitude: 16 Feet

Portland is one of the most beautiful cities in the United States. It is a city of homes—forty per cent of its citizens owning their homes—and fruits and flowers, where roses thrive with riotous luxuriance and bloom outdoors almost every month of the year, and because of this and its annual fete, the "Rose Festival," it is known as the Rose City. The city is rapidly growing and has a rich region aggregating 240,000 square miles tributary to it in which agriculture and horticulture thrive and flourish. Portland also boasts some of the finest hotels, churches and commercial blocks to be found in any city in the West.

Portland is a city of heights. The city slopes upward and westward from the Willamette River to a range of hills.

From Council Crest, the highest point back of the city and of 1,200 feet elevation, the finest view is found. Not only is there a good view of the city and its immediate environs, but the beautiful valley of the Willamette River stretches to the south and a promethean landscape comprising the five white, ice covered peaks, Mt. Rainier, Mt. St. Helens, Mt. Adams, Mt. Hood, and Mt. Jefferson, together constitute, perhaps, the most magnificent congeries of mountain pictures to be found anywhere. The Crest may be reached either by auto or street cars.

The parks of Portland are a source of much pride to the city. The city park, on the lower hills back of the city is a fine and quite unusual park for a city park.

Gladstone Park, near Oregon City, about thirty minutes' ride up the river by trolley cars, is a natural, wild domain of several hundred acres in which large native trees, ferns, mosses, flowers, natural springs and running streams delight and refresh one.

Along the Scenic Highway



Willamette River Harbor at Portland—Reached by Ocean Vessels.

There are many other park areas and breathing spots easily accessible.

Portland has many miles of shade trees along the streets and most of its residents take pride in keeping up beautiful grounds and gardens. On the east side of the Willamette the city stretches away for many miles into suburbs and the whole region is traversed by electric car lines.

Portland, industrially, and financially, is one of the most important cities on the Pacific Coast. Few cities in the United States have a more promising future. The opportunities for development in the rich territory of over 250,000 square miles tributary to Portland, are almost beyond comprehension. Rich in natural resources, in agricultural possibilities, in potential water power development, in minerals, in timber, in cattle and, in fact, practically all those things which go to produce municipal power and wealth, the development and progression of this vast territory will make Portland one of the great manufacturing cities in the United States, and a great American port.

Situated near the confluence of the Columbia and Willamette rivers, near the source of production of lumber, wheat and many other products, the shipping of the city is growing by leaps and bounds. The entrance of the Columbia River at Astoria is over 42 feet deep at the lowest possible stage of the tide, so that ocean vessels of the usual depth

Along the Scenic Highway



Along the Scenic Highway



The Columbia River Gorge from Columbia River Highway.

may enter the river unhampered. As the great industrial possibilities are developed, Portland's prominence as an ocean port will increase.

Incomparably beautiful is the now famous Columbia River Highway, a most marvelous piece of road building. This supremely fine piece of roadway was engineered by a Portland engineer and constructed by the people of Portland and Multnomah County at tremendous cost. It is hard-surfaced for seventy miles up the Columbia River through the magnificent gorge of that stream, revealing scenic beauties—falls, dells, cliffs, canyons, forest areas, vistas of river and mountain, and winding roadway and broadening stream—in rapid succession that surpass the imagination.

Another grand stretch of over one hundred miles constructed by the State Highway Commission, extends from Portland to the enterprising and historic city of Astoria at the mouth of the Columbia River, and thence to Seaside, a famous Oregon beach resort.

Nowhere in America can such a wonderful automobile roadway be found as this Columbian masterpiece.

There are daily railway trains to Astoria, also daily steamboats, and many steamers ply both up and down both the rivers, bringing trade of all kinds to Portland and covering 1,500 miles of inland water transportation. These trains and steamers provide the means for many charming trips to the ocean beaches near Astoria and Ilwaco, up the Columbia to Cascade Rapids and the Dalles, and into the mountains. There are innumerable excursions that can thus be made with Portland as the center of operations.

Along the Scenic Highway

The distance from Portland to the sea is 110 miles. The Willamette River flows into the Columbia twelve miles below Portland and the large ocean vessels sail up to the Portland wharves.

Ocean steamers connect Portland with San Francisco, and the ports of England, Central America, Japan, China, Australia and Hawaii. Large ships load at Portland and carry the grain of the Pacific Northwest to the markets of the world. Portland is not only the principal wheat shipping port of the Pacific Northwest, but one of the great shipping ports of the United States.

The Falls of the Willamette River, at Oregon City, twelve miles south of Portland, with an energy of 145,000 horse power transmit by wire to Portland electrical power to run the street cars, light the city, and for manufacturing purposes.

Oregon City has three of the largest paper mills in the country and the largest woolen mill on the west coast. One mill has a daily output of 170 tons of news paper and the annual output of the woolen mill is about \$1,000,000 in value.

The lines of the Oregon Electric Railway and the United Railways extend south and west from Portland, affording frequent and convenient passenger and freight service to those sections.

Spokane, Portland & Seattle Railway *Main Line*

At Spokane connection is made with the Spokane, Portland & Seattle Railway, owned jointly by the Northern Pacific and Great Northern lines, down the north bank of the Columbia River to Portland. This line provides a new and absolutely direct route to and from Portland, over one of the finest engineered and constructed roads and the most remarkable scenic route, beyond question, in the country. It is generally known as "The North Bank Road." It, to a great extent, also, opens a new country to settlement between Spokane and Pasco and provides another opportunity for homeseekers for acquiring fruit lands and new farm and other homes where land is still reasonably priced. Cheney, Amber, Lamont, a railway terminal, Hooper, Washtucna and Kahlotus, are places which will develop in the future.

At Pasco the Northern Pacific main line is again reached and the Northern Pacific track and bridge are used between Pasco and Kennewick in crossing the Columbia River. Just below Kennewick the mouth of the Snake River may be seen across the Columbia.

The scenery along the Columbia River, through the Cascade Range, after leaving Kennewick, is at first of the most interesting sand dunes on earth; then come mountains of gigantic form and features, forested slopes, cliffs, rapids and a fall entirely across the Columbia over which Lewis and Clark went in their crude canoes. Waterfalls enrapture one and the river, pulsing with the oceans' tide, enthalls you.

Just before reaching Fallbridge, the junction with the Oregon Trunk

Along the Scenic Highway



Mt. Hood, Oregon, Seen from "North Bank" Trains on the Washington Side of the Columbia River.

Railway, into Southern Oregon, the enterprising town of Maryhill is passed. It is a beautiful little place with orchards and vineyards of the best type. The educational, church and hotel facilities are also such as add to the attractiveness of the place for the homeseeker. At and near Maryhill are some of the best roads to be found in the country. From here one has a transcendent view of Mts. Hood, St. Helens and Adams, the chaste emblems of purity known as the Guardians of the Columbia. Mr. Samuel Hill, the promoter of Maryhill as a fruit center, is a strong advocate for good hard-surfaced roads and has expended large sums in the perfecting of those near Maryhill. Such a road, with a splendid view of snow white glacier capped Mt. Adams, leads over the hills to Goldendale.

The Falls, at Fallbridge, and the celebrated Dalles, at Granddals, 12 miles below, are two of the historic points on the river. The stream works through an immense lava flow, below the falls, in several channels full of rapids and swirls which prevent navigation. The falls extend irregularly, entirely across the river. While not of great height they form a picture well worth seeing. At high water, 50 to 75 feet above low water, the falls are practically obliterated, then showing only as a

Along the Scenic Highway

marked curve or rapid. The Deschutes River flows into the Columbia River from the south at this point. While Lewis and Clark ran through the Dalles, as they are known, with their home-made canoes, safely but at imminent risk of life, they portaged around the falls. The Astoria Expedition followed Lewis and Clark down this river a few years later.

The U. S. Government ship canal around the Dalles and Celilo Falls, affords uninterrupted navigation up the Columbia and Snake rivers for long distances.

Indians are often found along the river at Celilo Falls and the Dalles, often engaged in spearing fish. These Indians represent several tribes, the Umatilla, Yakima, etc.

At points along the river in the vicinity of the Dalles, Mt. Hood, on the Oregon side, 11,225 feet high and covered with snow, may be seen. Hood is one of the great glacial peaks of the coast and forms a striking picture of majesty and beauty. Below the Dalles is Memaloose Island, an old burial ground for the Indians. A pioneer white man is buried there and the monument seen marks his grave.

LYLE—KLICKITAT VALLEY

Lyle—Population: (Est.) 500—Altitude: 20 Feet

At Lyle a branch line, up the Klickitat River to Goldendale, leaves the main line. The Goldendale region is a rich and fertile one and has long been noted for its grain productivity. Under the impetus given by the new railway along the north bank of the Columbia this entire region has had a new birth. It is already noted as a fruit country and orchards are rapidly being multiplied all the way from Kennewick to Vancouver. Evidences of the transformation in progress can be seen from the train. Hood River apples and strawberries have shown what this land and climate will do and the entire Columbia Valley is becoming a vast fruit region.

The scenery along the Columbia at this point is of the superlative character. The river is wide and deep, the mountains are high, timbered, broken into basaltic palisades and detached peaks, and are most imposing in character. Scenically, this part of the Columbia River cannot be surpassed.

WHITE SALMON

Population: 619—Altitude: 101 Feet

White Salmon is wonderfully located several hundred feet above the river on sheer rock bluffs, from which a commanding view is obtained of Mt. Hood and the Hood River Valley, across the Columbia in Oregon, and a great sweep of the river to the east and west. To the north lies the beautiful White Salmon Valley, famous for the superior qualities of apples, pears, peaches, strawberries and other fruit, grown in a country of unusual beauty.

The lands are being taken up by a superior class of persons and orchards are rapidly being multiplied.

From White Salmon and Hood River, Cloud Cap Inn, a delightful stopping place high up on the slope of Mt. Hood, is reached by stage.

Along the Scenic Highway



© Photo by Gifford.

Horsetail Fall, One of the Gems of the Columbia River Highway Near Portland.

White Salmon is a delightful summer outing place, with first class resort hotels, and from White Salmon, Trout Lake and Mt. Adams are reached by stage—a trip worth taking.

Along the Scenic Highway

At Carson, just below White Salmon and Wind Mountain, St. Martin's Mineral Hot Springs, well known as a comfortable hot-springs recreation spot, are passed. North of Carson, on Wind River, is another resort at Government Springs, a reforestation station.

At Stevenson there is also a Hot Springs Sanatorium.

STEVENSON

Population: 348—Altitude: 98 Feet

Cascades of the Columbia

Between Stevenson and Cascades the Cascades of the Columbia form the marked feature of the river. This obstacle to navigation has been surmounted by the government constructing massive locks at a cost of \$3,000,000 through which steamers pass around the Cascades to the Lower River.

At the Cascades is where the mythical Bridge of the Gods of Indian folk-lore was located. The high, vertical cliffs and palisades make this one of the most wild and impressive points along the river.

Below the rushing Cascades, Beacon Rock, named by Lewis and Clark, looms up, a massive lava butte on the Washington side and one of the prominent landmarks of the Columbia.

Just before reaching Cape Horn, Lone Rock, a black obelisk and landmark, near the middle of the river is passed. The Cape Horn cigar shaped palisades follow. They rise in terraces high above and the railway has been tunneled through them. On the opposite shore, at intervals, several beautiful cascades and falls are seen. Among these are Multnomah, 756 feet in height, Horse Tail, Latourelle, Bridal Veil, Wahkeena and many others. They form one of the most attractive features of the Columbia River trip and are seen at their best from the Washington side.

From Granddalles to Mt. Pleasant the passenger views most advantageously the wonderful Columbia River Highway as it winds along the Oregon shore, climbs the heights which overlook the river, and leads through rich farm lands to the city of Portland. It probably has no rival in America in the beauty, richness, variety and expanse of scenery.

VANCOUVER, WASH.

Population: 12,637—Altitude: 68 Feet

At Vancouver, Wash., the train passes in sight of Vancouver Barracks, a Government military post. As before stated, the barracks were the old Hudson's Bay Company post of the early part of the 19th century. Vancouver is a very attractive city, is rapidly growing, and has a fertile country to support it.

Here the trains of both the Northern Pacific and the Spokane, Portland & Seattle railways cross the Columbia on one of the largest double track steel bridges ever constructed, and just before entering Portland cross the Willamette River on another double track steel bridge having the longest draw-span in the world, 521 feet. Four

Along the Scenic Highway



Moonlight on Willamette River, Ore., at Portland.

Along the Scenic Highway



Indians Spearing Salmon at Celilo Falls, Columbia River, Oregon.

million pounds of structural steel and iron were used in the construction of this one span. The Columbia bridge is 2,807 feet in length and the Willamette bridge is 1,767 feet long. They are among the very finest examples of recent bridge engineering and construction and have attracted wide attention.

Trains of the Great Northern, Southern Pacific, and Oregon-Washington Railroad and Navigation Company railroads that run between Portland and Tacoma-Seattle, use the Northern Pacific tracks, and these bridges, to and from Puget Sound.

The Oregon Trunk Railway

FALLBRIDGE

Altitude: 42 Feet

At Fallbridge, on the Spokane, Portland & Seattle Railway, the Oregon Trunk Railway, another affiliated line of the Northern Pacific leaves the S. P. & S. Ry. and, crossing the Columbia River on a fine bridge, follows the beautiful Deschutes River and Canyon into Central Oregon.

Along the Scenic Highway

The bridge, of steel and concrete, and nearly 4,200 feet long, crosses directly over Celilo Falls—called by Lewis and Clark the Great Falls—on an ascending grade of 25 feet to the mile. It is 50 feet above high water mark.

This new line, with through train service to and from Portland, opened up a large and very fertile part of Oregon theretofore without railway facilities. It is a section where both irrigated farming and dry farming are carried on, where climatic conditions are congenial, where good crops of all kinds are raised, and where dairying and stock raising are profitably pursued.

There are large areas of "homestead" lands available. It is the "Haven of the Homesteader," and, practically, the last extensive domain of these lands not yet occupied. The soil is rich and easily worked and markets are good. Improved lands are obtainable at very low prices.

Among the many towns that are supply points for the region and are prospering are Dufur, Madras, Metolius, Culver, Moody, Sherar, Mecca, Maupin, Vanora, Redmond, Bend and Prineville. The homeseeker or young business man seeking a virgin field that surely has a future, should investigate this part of Oregon served by the Oregon Trunk Line.

From Fallbridge to Bend the railway climbs 3,452 feet in 156 miles. Its route along the Deschutes River is of most interesting and changing character, largely in a highly colored canyon, with great shadows in lateral canyons and above whose walls are great districts of grain lands and, to the westward, extensive pine forests on the eastern slope of the Cascade Mountains.

The Deschutes River is one of the great trout fishing streams of the West, has wonderful potential power for electrical use, and is one of the few rivers of great volume enjoying almost constant flow, owing to its regular sources of supply impounded in the distant mountains.

Spokane, Portland & Seattle Railway *Astoria Line*

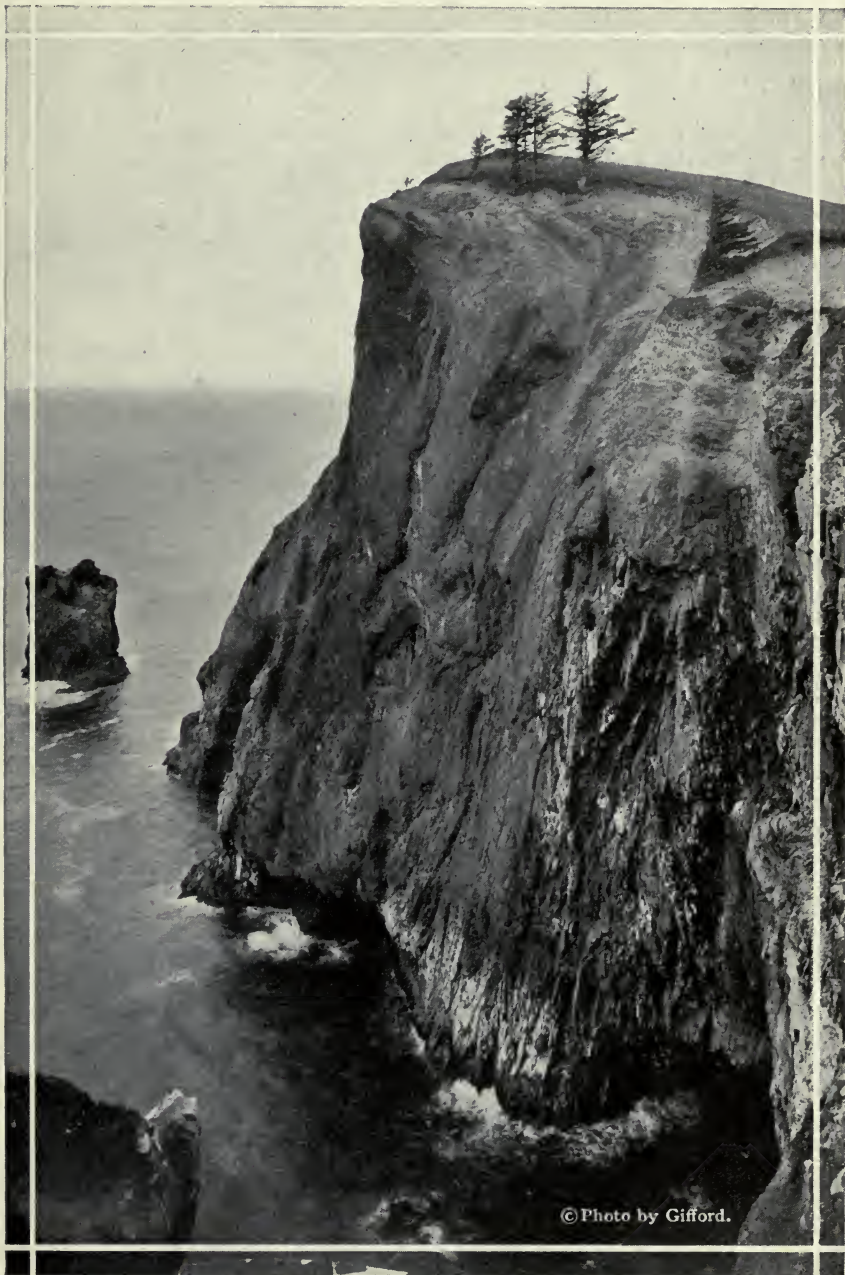
ASTORIA

Population: 14,027—Altitude: 12 Feet

The first American settlement—in 1811—on the Pacific Coast and the first custom house and postoffice were established at Astoria. It was near the present site of Astoria that Lewis and Clark spent the winter of 1805-6. Today, Astoria, 100 miles from Portland, is a thoroughly modern city, occupying a strategic location, commercially, where transcontinental trains enter from one side and the ocean vessels of the world from the other.

Fishing, canning, lumbering and dairying are the factors of Astoria's commercial wealth.

Along the Scenic Highway



©Photo by Gifford.

North Wall of Treasure Cove On the Oregon Coast.
[Page 123]

Along the Scenic Highway

The waters of the Columbia annually yield enormous quantities of salmon to the fishermen in the vicinity of Astoria.

On the lower Columbia River the western logging and lumber industry may be seen at its best, as numerous extensive mills, logging railroads and rafting waters are passed. Here and there are fishing stations for the receipt of salmon.

About six miles west of Astoria, at Warrenton, the railway divides, a branch line skirting the coast northward to Pt. Adams and Fort Stevens. The main line continues southward to the all-year outing places on Clatsop Beach, Seaside, Gearhart and Holladay, the termini of the line. Gearhart has an eighteen hole golf course and a salt water natatorium.

Clatsop Beach is devoid of the barrenness sometimes associated with the seacoast. Here are rolling, grassy meadows, groves of ever-green trees with a background of primitive forest reaching to the mountain tops. It is an all-year resort, for freezing weather is seldom known, and the refreshing and recreating influence of the soft salt air and the music of the sea wave, in surroundings of unusual richness and beauty, entice lovers of nature and the weary to this spot at all seasons.

Upon this vast natural veranda of the Pacific Ocean, hotels, cottages, homes and camps abound. There are accommodations for all, from first class hotels and roomy cottages to modest boarding places and comfortably furnished tents.

Seaside, a city of several thousands during the summer season, is open to visitors all the year. It is well equipped with modern improvements—paved streets, light and water. It has numerous markets, stores, restaurants, hotels, boarding houses, cottages for rent, tents, natatorium, theatres, etc. Crabs, clams and other sea foods are served as specialties on the tables of hotels and restaurants. A new hotel occupies a location on the ocean front, provides accommodation for three hundred guests, and meets the requirements of the best resort patronage. It and other hotels, cottages, rooming houses, and camp facilities provide a range in accommodation and price to meet varying wishes or needs. South of Seaside a good road leads through a splendid forest and over Tillamook Head beyond which, for twelve miles, stretch the wide, hard sands of Cannon Beach, a most beautiful combination of fantastic rocks, forests and ocean fronts. The highway merges with the beach on a natural speedway of wave-tamped sand and ends at the rocky walls of Arch Cape as abruptly as it begins. Cragged headlands project into the breakers and a series of solitary, imposing pillars of rock lend a distinction not exceeded on the entire Western Coast. Resort homes, camps and hotels are found along this beach.

Persons from east of the Rocky Mountains, holding all year tourist summer tourist or special occasion tickets with Astoria as their destination, may visit Seaside free of charge upon presentation of their tickets to the S. P. & S. Ry. Agent at Astoria.

Along the Scenic Highway



Lake Keechelus in the Cascade Range Near Easton.

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A. M. CLELAND, Passenger Traffic Manager, ST. PAUL, MINN.

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H. W. BYERLY, General Immigration Agent, ST. PAUL, MINN.

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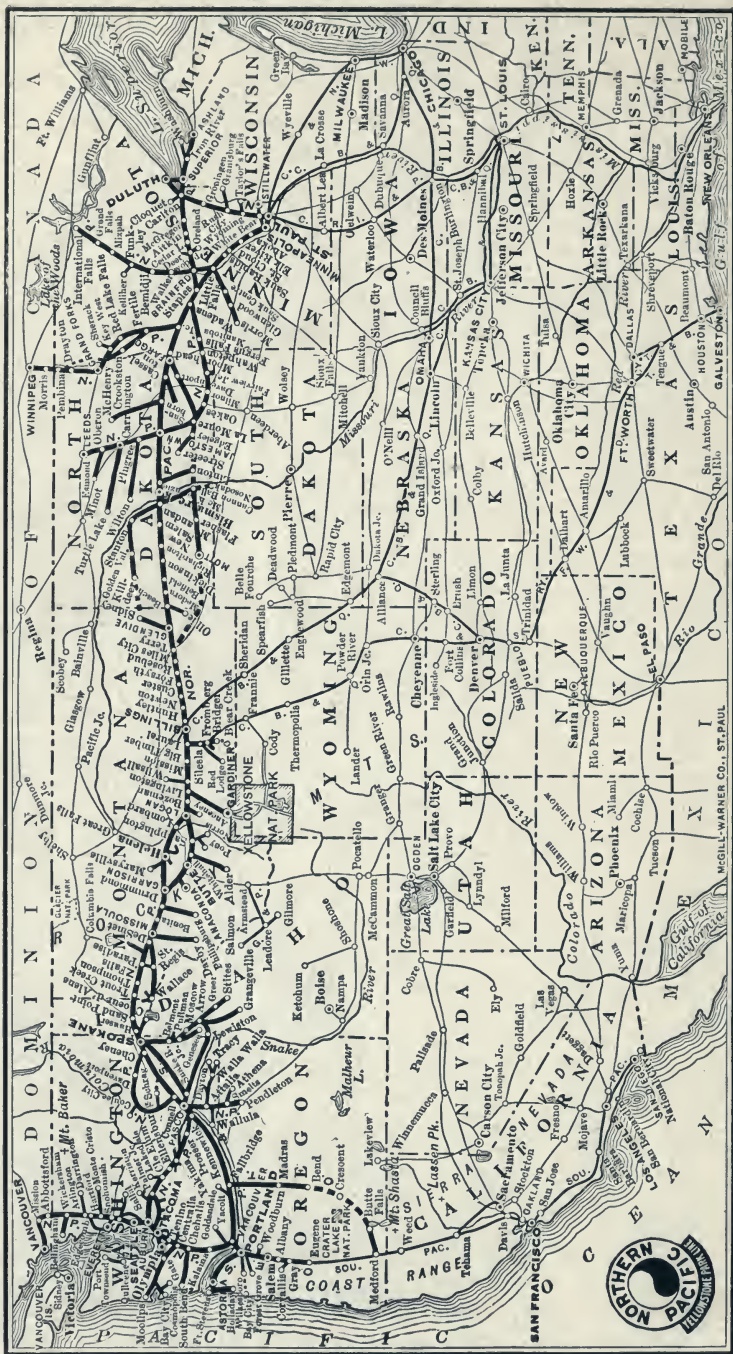
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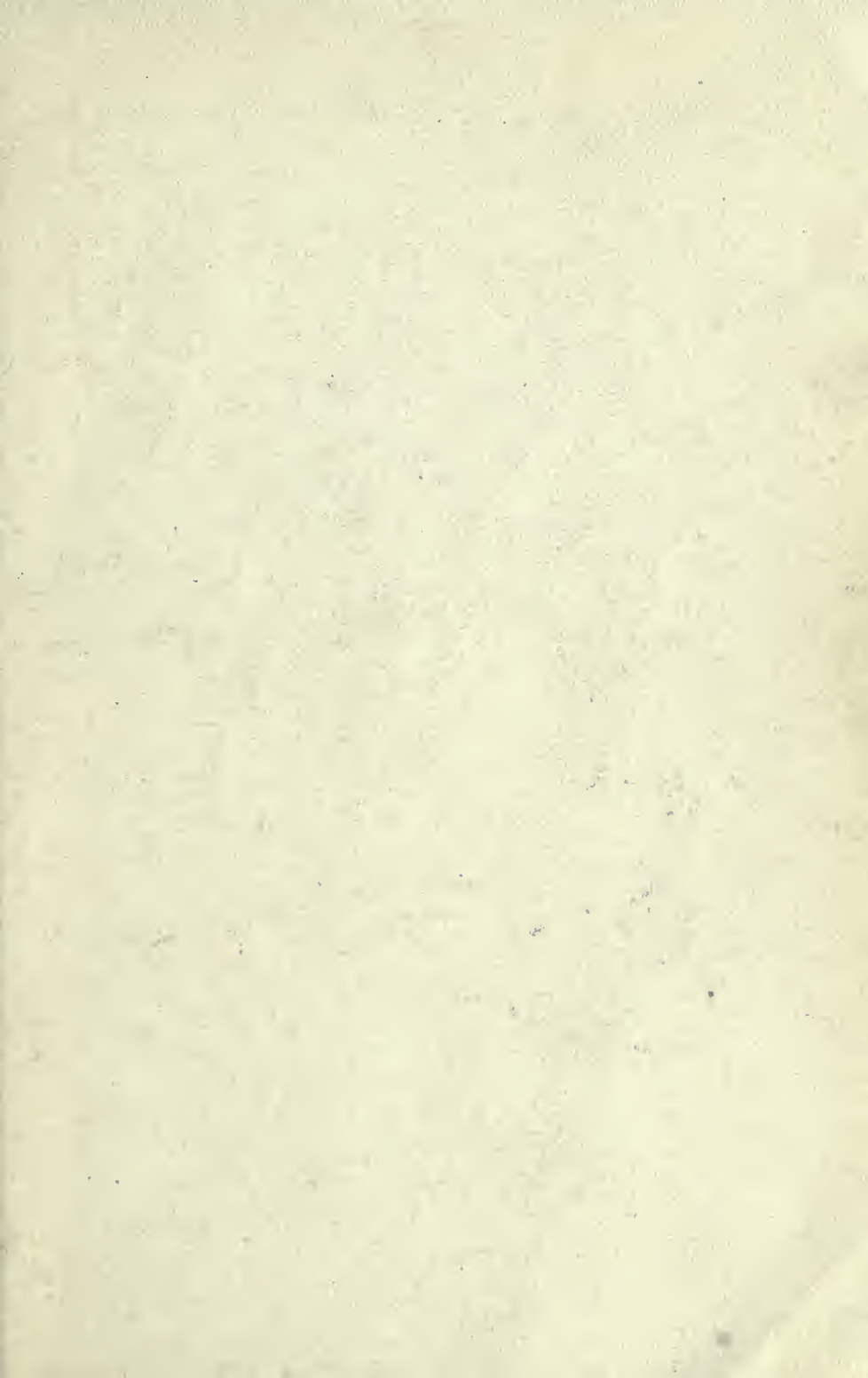
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